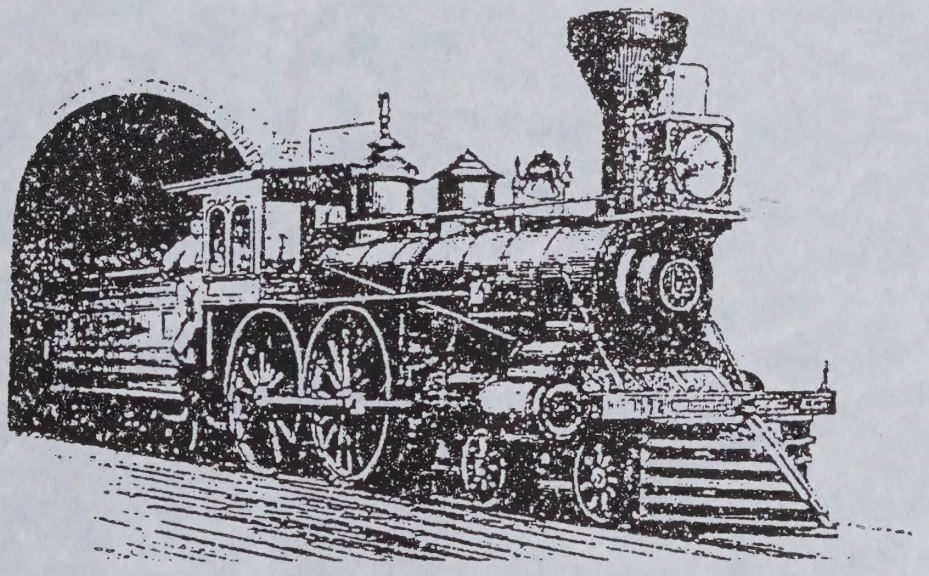
98 01011

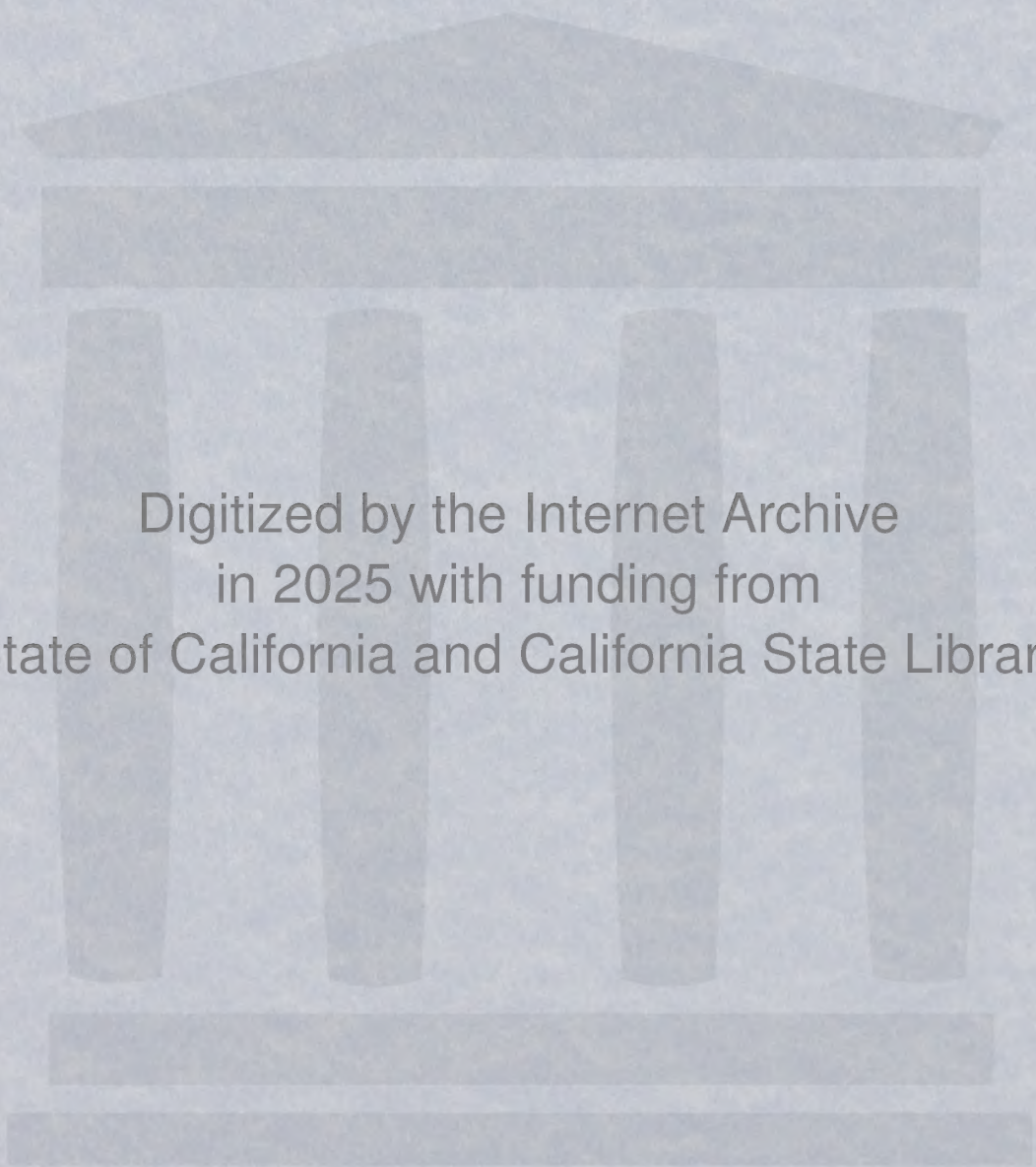
CITY OF COLFAX
General Plan 2020



INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

NOV 02 1998

UNIVERSITY OF CALIFORNIA


Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

https://archive.org/details/C124910540

City of Colfax
Draft General Plan 2020

Adopted by:

Mayor Scott Perry

City Council Persons

Sandra Kellams
Margie Livingston
Craig Williams
Tom Wolfe

Recommended by:
Planning Commission

John Cass, Chair
Rick Anzelc
David Bright
Greg Parteli
George Torres
Public Participation

City Staff

Arturo de la Cerda, City Manager
Shelley Eisner, City Planner
David Prentice, City Attorney

The University Foundation
California State University, Chico

Dr. Donald Holtgrieve, Project Director
Marne Cottriel, Project Manager
Kamie Polo, Project Assistant

Adopted September , 1998

TABLE OF CONTENTS

Page

1.0 Introduction

1.1 City of Colfax Background 1-1
1.1.1 Regional Setting 1-1
1.1.2 Climate 1-1
1.1.3 History 1-3
1.2 Purpose of the General Plan 1-3
1.3 Organization of the General Plan 1-5
1.4 Legal Authority For The Plan 1-6
1.5 Implementation of the General Plan 1-8
1.6 Overall Goals and Objectives 1-10

2.0 Land Use Element

2.1 Authority and Purpose 2-1
2.2 General Principles 2-2
2.3 Background 2-2
2.3.1 Colfax's Sphere of Influence 2-2
2.3.2 Existing Land Use Inventory and Zoning Descriptions 2-4
2.3.3 Future Land Use Distribution and Development Potential 2-9
2.3.4 Land Use and Growth 2-12
2.4 Land Use Issues 2-13
2.5 Findings 2-14
2.6 Land Use Goals, Policies, and Implementation Measures 2-14

3.0 Circulation Element

3.1 Authority and Purpose 3-1
3.2 Background 3-2
3.2.1 Roadway Classifications 3-2
3.2.2 Existing Facilities 3-2
3.2.3 Capacity and Level of Service 3-6
3.3 Circulation Issues 3-11
3.4 Findings 3-12
3.5 Circulation Goals, Policies, and Implementation Measures 3-12

4.0 Noise Element

4.1 Authority and Purpose 4-1
4.2 Background 4-2
4.2.1 Effect of Noise On People 4-2
4.2.2 Measurement and Management of Environmental Noise 4-4
4.3 Existing Conditions and Noise Issues in Colfax 4-11
4.4 Noise Prediction Methodology 4-15
4.4.1 Traffic Noise 4-15
4.4.2 Railroad Noise 4-17
4.6 Noise Issues 4-24
4.7 Findings 4-24
4.8 Noise Goals, Policies and Implementation Measures 4-24

5.0 Community Design Element

5.1 Authority and Purpose 5-1
5.2 The Design Element 5-1
5.2.1 Introduction 5-1
5.2.2 Purpose 5-2
5.3 Community Character 5-3
5.3.1 City Form 5-3
5.3.2 Gateways 5-4
5.3.3 Downtown Revitalization 5-5
5.3.4 Continuity and Compatibility 5-5
5.4 Community Design Guidelines 5-5
5.4.1 Design Review General Conditions 5-6
5.5 General Guidelines for Design 5-6
5.6 Street Design Guidelines 5-8
5.7 Residential Site Design 5-8
5.8 Commercial/Business Site Design 5-9
5.9 Building Articulation and Massing 5-14
5.10 Scale of Structure 5-14
5.11 Building Material 5-15
5.12 Utilities and Roof Equipment 5-15
5.13 Lighting 5-16
5.14 Signs 5-17
5.15 Landscaping 5-19
5.16 Sidewalk Treatment 5-21

5.17 Historic Design Guidelines 5-22
5.18 Historic Preservation 5-23
5.18.1 Historic Preservation Programs 5-23
5.18.2 Historic Preservation Designation 5-23
5.18.3 Funding Sources 5-25
5.19 Community Design Issues 5-26
5.20 Findings 5-26
5.21 Community Design Goals, Policies, and Implementation Measures 5-27

6.0 Natural Environment Element

6.1 Authority and Purpose 6-1
6.2 Vegetation 6-2
6.3 Wildlife 6-2
6.4 Water Resources 6-3
6.5 Soils 6-3
6.6 Atmospheric Resources 6-4
6.7 Open Space 6-9
6.7.1 Open Space for the Preservation of Natural Resources 6-9
6.7.2 Open Space for the Managed Production of Resources 6-10
6.7.3 Open Space for Outdoor Recreation 6-10
6.7.4 Open Space for Public Health and Safety 6-11
6.8 Open Space Action Program 6-12
6.8.1 Existing Methods for Implementation 6-12
6.8.2 Suggested Revisions in Policy 6-12
6.9 Natural Environment Issues 6-13
6.10 Findings 6-14
6.11 Natural Environment Goals, Policies, and Implementation Measures 6-15

7.0 Safety Element

7.1 Authority and Purpose 7-1
7.2 Potential Natural Hazards 7-2
7.2.1 Seismic Hazards 7-2
7.2.2 Other Seismic Hazards 7-3
7.3 Non-Seismic Geologic Hazards 7-4
7.3.1 Erosion 7-4

7.3.2 Structural Hazards 7-4
7.3.3 Fire Hazards 7-5
7.4 Hazardous Material / Waste 7-5
7.5 Wastewater Treatment 7-6
7.6 Public Protection Services 7-10
7.6.1 Fire 7-10
7.6.2 Police 7-11
7.7 Safety Issues 7-11
7.8 Findings 7-12
7.9 Goals, Policies, and Implementation Measures for Public Safety 7-12

8.0 Economic Development

8.1 Authority and Purpose 8-1
8.2 Colfax - Unique Qualities 8-1
8.3 Economic Issues 8-2
8.4 Findings 8.4
8.5 Economic Goals, Policies and Implementation Measures 8-4

9.0 References and Sources

10.0 Appendix

A. City of Colfax, Hillside Development Guidelines
B. Placer County Water Agency - Water Quality Report
C. Placer County Offsetting Mitigations, Preliminary Guidance, PCAPCD
D. Placer county Best Available Mitigation Measures, PCAQCD
E. Waste Water Inflow July 1997 and July 1998
F. City of Colfax, Previous Waste Water / Sewer Studies
G. City of Colfax, Initial Study and Impact Checklist and Mitigation Program

11.0 Existing Housing Element (1993)

LIST OF TABLES

Page

1.0 Introduction

1-1 General Plan Section 1-7

2.0 Land Use Element

2-1 Land Use Designations 2-5
2-2 R-1 Designation 2-6
2-3 R-M Zoning Designation 2-6
2-4 C-H Minimum Requirements 2-7
2-5 Density and Intensities for Land Use 2-10
2-6 Future Land Use 2-10
2-7 Vacant Land Zoned for Residential Uses 2-13
2-8 Potential Population Increase 2-17
2-9 Potential Dwelling Unit Increases 2-20

3.0 Circulation Element

3-1 Roadways 3-4
3-2 Level of Service in Relation to Volume/Capacity Ratios 3-7
3-3 Peak Hour Volume and Level of Service Of Local Streets..... 3-8
3-4 Traffic Count Summary For The Year 1977 3-9
3-5 Level of Service Summary of Intersections For Existing Conditions..... 3-9
3-6 Projected Peak Hour Volume and LOS at Buildout 3-11

4.0 Noise Element

4-1 Comparison of FHWA Model to Measured Noise Levels 4-15

6.0 Natural Environment Element

6-1 Ambient Air Quality Standards 6-6
6-2 Pollutant Attainment Status 6-7
6-3 Days and Hours Over Ozone Standards 6-8

LIST OF TABLES

Page

7.0 Safety Element

7-1 Monthly Wastewater Treatment Inflow 7-8
7-2 Potential Dwelling Unit Increases 7-9

LIST OF FIGURES

Page

1.0 Introduction

1-1 City of Colfax and Placer County 1-2

2.0 Land Use Element

2-1 Existing Land Use and Zoning Overlay 2-3
2-2 General Plan Map 2-15
2-3 Industrial-Commercial Buffer/Greenbelt 2-18
2-4 Sensitive Habitat Buffer/Greenbelt 2-19

3.0 Circulation Element

3-1 City of Colfax Main Circulation Routes 3-3

4.0 Noise Element

4-1 Common Indoor and Outdoor Noise Levels 4-6
4-2 Land Use Compatibility for Community Noise Environments 4-9
4-3 Motor Vehicle Noise Limits 4-10
4-4 Interstate 80 Noise Contours 4-12
4-5 Railroad Noise Contours 4-13
4-6 Noise Monitoring Stations 4-14
4-7 Noise Barriers 4-18
4-8 Building Orientation 4-20
4-9 Building Design 4-22

5.0 Community Design

5-1 Building Material 5-7
5-2 Site Plan 5-8
5-3 Traditional Material 5-10
5-4 Building Facade 5-11
5-5 Wall Features 5-12
5-6 Awnings 5-13
5-7 Building Articulation 5-14
5-8 Roof Screening 5-16
5-9 Lighting 5-17

LIST OF FIGURES

Page

5-10 Signage 5-18
5-11 Lettering 5-19
5-12 Bench 5-21
5-13 Trash Enclosure 5-22
5-14 Downtown Historic Preservation Zone 5-24

6.0 Natural Environment Element

6-1 Placer County Air Basin 6-5

7.0 Safety Element

7-1 Colfax Sewer Service Area Boundary 7-7

CHAPTER 1
INTRODUCTION

INTRODUCTION

1.1 City of Colfax Background

1.1.1 Regional Setting

The City of Colfax is located in Placer County, California which is on the western slope of the Sierra Nevada foothills bounded by the Bear River to the northwest and the North Fork of the American River on the southeast. The City of Colfax lies at the extreme northeastern edge of the Sacramento metropolitan area some 50 miles from the City of Sacramento. Today Colfax is still a small railroad community. The general elevation of Colfax is 2400 feet (See Figure 1-1).

The City is bisected by the Union Pacific Railroad and Interstate 80, both major transportation routes from California to the Rocky Mountains, Mid-west and Eastern portions of the United States.

The City is located on a steep-sided ridge and offers few relatively level locations for urban development. Future development is closely tied to its location on the rail line and interstate highway. These transportation routes encourage commuting into the Sacramento Metropolitan area. Colfax is located just outside the heavy-snow line, which led to its selection as a major rail switching point and maintenance station.

Colfax in the heart of the mother lode, just a short distance from the gold mining areas along the American River, Bear River and Auburn Ravine.

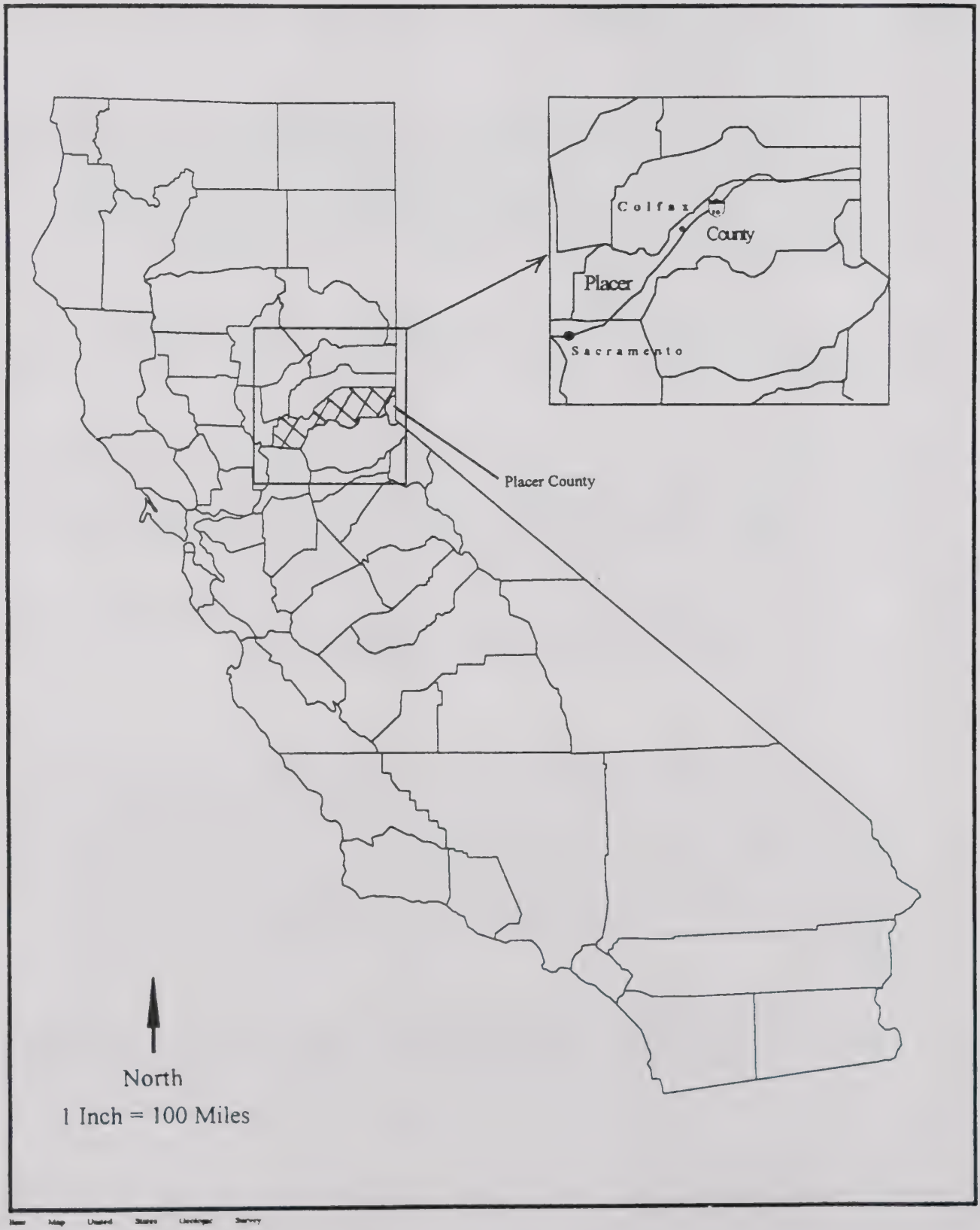
1.1.2 Climate

The climate is quite mild in the Colfax area. Temperatures range from lows in the twenties in Mid-winter to highs in the 80's and 90's in mid-summer, with an occasional cold snap in December and January and occasional temperatures exceeding 100 degrees in July and August. Precipitation is approximately 40 inches per year, mostly in the form of rain, with occasional snow in the winter months. With the exception of a rare summer shower, most of the precipitation occurs between October and April. Chain control on I-80 is usually at the 4000 to 5000 foot elevation level. However, chain requirements occasionally occur near Colfax.

Colfax is normally out of the winter fog and above valley smog. The air is clear and clean and is inviting to persons suffering from respiratory problems. A number of tubercular

Figure 1-1

City of Colfax and Placer County



clinics were established here and to the southwest near Weimar. Air Pollution levels are increasing in the Sacramento Valley which have an increasing adverse impact on the foothills. Air quality regulations established by the State Air Resources Board and programs carried out at both state and local levels have been designed to reduce this threat over the next decade.

1.1.3 History

The town of Illinoistown was established in 1849 in a valley called Alder Grove. It was a supply terminal and transportation hub located on the ridge trail with wagon roads servicing the mining operations to the east and west. There were conflicts with native Indians and a local militia was formed to drive them off the ridge and across the Bear River . The town took on the name of Illinoistown prior to the advent of the transcontinental railroad.

The route taken by railroad surveyors by-passed Illinoistown due to the need for an approach to the summit at a much-higher elevation. Several railroad executives and investors noting the topographic advantages, established a townsite on the railroad by-pass at Colfax, naming it after U.S. Grant's vice-presidential running mate Schayler Colfax. The original town lots sold out in a short time for a total figure of roughly $7000.

In 1865 the Central Pacific Railroad arrived and built a route east over the summit to Promontory Point, Utah thereby completing the transcontinental railroad. The history and economy of Colfax has been tied closely to the railroad since that time. In 1876 a narrow gage railroad was established between Colfax and Grass Valley. It operated until 1942. The city population in 1875 was estimated at 1,000 persons. The City of Colfax was incorporated as a general law city in 1910.

1.2 Purpose of the General Plan

California Government Code requires each city and county to prepare a general plan. A general plan is defined as "a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgement bears relation to its planning." (Government Code Section 65300). The State requires general plans "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." (Government Code Section 65302).

The general plan has evolved into a clear guide for rational decision making regarding a city or county's long-term physical development. The California Government Code establishes both the content of general plans and rules for their adoption an subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans.

- **The General Plan Must Be Comprehensive.** First, the general plan must be geographically comprehensive. It must apply through out the entire incorporated area and it should include other areas that the City determines relevant to its planning. Second, the general plan must address the full range of issues that affects the city's physical development.

- **The General Plan Must Be Internally Consistent.** The general plan must fully integrate its separate Elements and relate them to each other without conflict.

- **The General Plan Must Be Long-Range.** The general plan shall be a long-term perspective. The general plan is a dynamic document because it is based on needs, all of which continually change. An on-going review and evaluation process enables the Plans' time-horizon to be extended regularly. However, any adjustments to the General Plan require and amendment. Local governments may not amend any one of the mandatory elements of the general plan more than four times in one calendar year (Government Code Section 65358[b]).

The major purpose of the general plan is to serve as the Constitution of the City. As such all ordinances, resolutions and development approvals must be consistent with the goals, policies and objectives of the plan. It is also used as a starting point for City plans and procedures such as capital improvement planning, building code enforcement, subdivision map review, zoning changes, environmental reviews of projects, and specific plan development.

The Colfax General Plan 1980-2000 was adopted in February 1981. Prior to that the Colfax General Plan for 1990 was adopted by the City in 1967. An update was prepared in 1978. The city adopted revised "City Policies for Growth and Development' in 1980. The General plan contained herein reflects the previous General Plan and subsequent updates. This General Plan update contains all mandatory Elements along with recommendations for augmenting those Elements and adding optional elements as circumstances dictate.

The City of Colfax General Plan sets forth the goals and policies that will guide future growth in the Colfax Area. The Plan will be used by City staff and City decision makers to review new development to ensure future development will contribute to retaining and improving the character of Colfax as a unique and readily identifiable foothill community.

The California Environmental Quality Act (CEQA) requires the identification and mitigation of environmental impacts resulting from the general plan update. CEQA requirements here have been satisfied by incorporating the environmental impact analysis into the plan text. A CEQA format Initial Study (Appendix G) to this plan keys required CEQA findings to appropriate sections of the Plan.

A Negative Declaration has been prepared and is included with the Initial Study (Appendix G). This document will meet the CEQA guidelines for the Colfax General Plan.

Adopting the General Plan includes the responsibility to implement it, to report on its continuing status, and to communicate with citizens and other agencies regarding the Plan's policies as they affect local decision making.

1.3 Organization of the General Plan

This Plan is organized into a combination of text, maps, tables, and figures. The plan is presented in eight components referred to as Elements. Each Element is presented as a Chapter. The eight Elements are:

Land Use (LU)
Circulation (CIR)
Housing (H) * This is an existing certified element that is already in affect.
Natural Environment (NE)
Noise (N)
Safety (S)
Community Design (CD)
Economic (E)

This Plan consists of an officially adopted map (Fig. 2-2) and accompanying text. This text is organized for ease of use and in response to major issues that may confront City decision makers in the near future. Each Element follows a similar format, (except Housing Element) with existing conditions presented first, future conditions and needs presented next, and goals, policies and implementation measures presented last. The goals and policies are presented by topic, not in order of priority. The goals, policies, and implementation measures are the heart of the plan. In following these directives, the City will chart the course of growth and development and will determine the nature of the environment and future character of Colfax.

A Goal is: A general , overall, and ultimate purpose, aim or end toward which the City will direct its efforts.

A Policy is: A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. It is a general direction that the City will follow in order to meet its goals and objectives by undertaking specific action programs. The word "shall" makes mandatory those policies in which it appears.

An Implementation Measure is : An action, activity, or strategy carried out in response to an adopted policy to achieve a specific objective.

Policies and implementation measures establishes the "who", "how", and "when" for carrying out the "what" and "where" of goals to which the City aspires.

1.4 Legal Authorization For The Plan

This plan addresses the legal requirements under Government Code Section 65302 et. al. Table 1-1 identifies the legal requirements and where they can be found in this document.

The **Land Use Element** (LU) designates the general distribution, location and extent of land uses, including housing, business, industry, open space, agriculture, natural resources, recreation, scenic areas, public grounds, waste disposal facilities and other uses. It also includes standards of population density and building intensity for the area covered by the plan. It also identifies areas subject to flooding. (Government Code Section 65302[a]). This element also addresses current economic programs that work to maintain and enhance economic development opportunities within the City.

The **Economic Element** (E) allows decision makers to maintain resources to retain and assist local businesses and attract new industry that will increase the City's tax base and support efforts to strengthen and diversify the local economy.

The **Circulation Element** (CIR) consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public facilities and utilities. (Government Code Section 65302[b]).

The **Housing Element** (H) consists of identification, analysis of existing and projected housing needs, statement of goals, policies, quantified objectives, scheduled programs for the preservation, improvement, and development of housing. The Housing Element is also required to identify sites for housing, including rental housing, factory built housing, mobile homes, and should provide for existing and projected needs of all economic segments of the community. (Government Code Section 65583).

The **Noise Element** (N) quantifies the community noise environment for short and long term growth and traffic activities, and guides the land use element in achieving noise compatible land uses. State noise standards are followed in identifying noise sources and plotting noise levels. (Government Code Section 65302[f]).

Table 1-1
City of Colfax
General Plan Section *

LEGAL REQUIREMENTS	LU	CIR	H	NE	N	S	CD	E
63502(a) Land Use Element	X							
65302(a) Circulation Element		X						
65583 Housing Element			X					
65583 (a) Housing Needs			X					
85583 (b) Implementation Housing Dev. Goals, Policies & Objectives			X					
665583 (c) Public Participation			X					
65583 (a) (4) and (5) Constraints			X					
65583 (a) Energy Conservation			X					
65584 New Construction Needs			X					
65588 (a) and (b) HCD Guidelines			X					
65302 (d) Conservation Element				X				
65302 (e) Open Space Element				X				
65560 (b) Local Open Space Plan				X				
65302 (f) Noise Element					X			
65302 (g) Safety Element						X		
65303 Elective Elements							X	X

* LU = Land Use CIR = Circulation H = Housing NE = Natural Environment
N = Noise S = Safety E = Economic CD = Community Design

The **Natural Environment Element** (NE) is a collaborative element that fulfills the statutory requirements of both the Open Space and Conservation Elements. The **Open Space Element** plans for the comprehensive and long range preservation and conservation of open space lands. Open space lands include unimproved land or water, which is for the preservation of natural resources for the managed production of resources for outdoor recreation, or public health and safety. (Article 10.5, Government Code Section 65302[e], 65560, 65563). The **Conservation Element** addresses the conservation, development and utilization of natural resources including water, forests, soils, rivers and other waters, fisheries, wildlife, minerals and other natural resources. (Government Code Section 65302[d]).

The **Safety Element** (S) recommends measures to protect the community from fires, earthquakes, geologic hazards, including evacuation routes, water supply requirements, minimum road widths, and clearances around structures, (Government Code Section 65302[g]).

The **Community Design Element** (CD) is intended to influence the physical form of the community by enhancing and preserving the unique characteristics of the community. This element proposes specific design criteria be incorporated into development projects. (i.e. historic preservation of the downtown and general guidelines for new development).

1.5 Implementation of the General Plan

This document supercedes the 1980 Colfax General Plan. The plan covers the area within the city limits of Colfax and within its Sphere of Influence and Planning Area. It is the product of community scoping sessions held by the City Planning Commission, input from city staff, and local input provided through public meetings and workshops. The process for adoption of this plan is review of the Draft General Plan by the Planning Commission, City Staff and adopted by the City Council.

The Colfax General Plan should be consulted in making all major decisions affecting the community. It should be updated when decisions makers wish to alter the rate or direction of ongoing changes in the community. State Law permits up to four General Plan Amendments per year (Government Code 65358[b]). Most amendments propose a change in the land use designation of a particular property. As time goes on , the City may decide it is necessary to revise portions of the text to reflect changing circumstances or philosophy. State law provides direction to the Planning Department to report annually to the City Council on "the status of the plan and progress in its implementation" (Government Code 65400[b]).

The General Plan may assist in many areas of decision making including the preparation of precise plans for city services and infrastructure, the development of capital improvement programs, administration of the zoning ordinance, implementation of subdivision standards and other development regulations, enforcing building codes and municipal code ordinances that affect land use, conducting environmental impact review of proposed projects, and determining interagency perspectives on matters affecting the future of Colfax.

The General Plan can also act as a foundation for adoption of specific plans for selected areas of the City in order to promote economic development, adequate housing or other desired objectives.

State Law addresses procedures for amending the General Plan.

1. Prior to filling an official application for a General Plan Amendment, the prospective applicant or his or her agent should discuss it with the City's Planning Officer. This gives the applicant a first hand opportunity to find out the details of the amendment process, as well as any concerns the City may have about the proposed changes.

2. The next step is to file an official application with the Planning Department and pay the required processing fees. All applications for changes in land use designation should be accompanied by a development plan or sufficient detail to ascertain the potential impacts of the project on the site and surrounding area.

3. Environmental review in accordance with the California Environmental Quality Act (CEQA) will be conducted for every General Plan Amendment. CEQA action may be approval of a Negative Declaration or of an Environmental Impact Report.

4. The proposal for a General Plan amendment is placed on the agenda of the City Planning Commission for a public hearing. Applications may be processed concurrently.

5. The City Planning Official will provide to the Commission and the applicant a staff report which recommends approval or denial of the Amendment. State law requires that any decision concerning the General Plan Amendment must be supported by finding of fact. While specific findings may be applied on a project-by-project basis, at least the following standard findings should be made for each General Plan Amendment:

    A. The proposed amendment is deemed to be in the public interest.

    B. The proposed amendment is consistent and compatible with all other elements of the General Plan and the implementation measures.

    C. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety and welfare.

    D. The proposed amendment has been processed in accordance with applicable provisions of the California Government Code and the California Environmental Quality Act.

City initiated amendments, as well as amendments requested by other agencies, are subject to the same basic process and requirements described above in order to insure consistency and compatibility with the plan.

Although local governments may not amend any of the mandatory elements of the general plan more than for times in one calendar year, this limitation does not apply to the following:

1. Optional elements;

2. Amendments requested and necessary for affordable housing (Government Code Section 65358[c]);

3. Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general plan (Government Code Section 65358 [d][1]);

4. Amendments after January 1, 1984, to bring a general plan into compliance with an airport land use plan (Government code Section 65302.3);

5. Amendments required in connection with adoption of a comprehensive development plan under the Urban Development Incentive Act (Health and Safety Code Section 56302[d]); or

6. Government Code Section 65358(b) provides that each amendment may include more than one change to the general plan. Case law established that each of the permitted amendments within a calendar year may encompass several different changes (Karlson v. City of Camarillo (1980) 100 Cal. App. 3d 789. See also, 66 Ops. Cal. Atty. Gen 258 (1983).

1.6 Overall Goals and Objectives

The major all inclusive goals of this plan are presented here. These goals guide Colfax's development for the next twenty years..

- Maintain and improve the quality of life in Colfax by creating a better physical living environment (CD)

- Maintain and attract employment for Colfax residents. (E)

- Ensure that new development is self supporting, high quality and compatible with the City. (CD)

- Provide a safe and efficient circulation system and maintain acceptable traffic service levels. (CIR)

CHAPTER 2
LAND USE

2.1 Authority and Purpose

This element sets forth specific goals and policies to guide the intensity, location, and distribution of land uses within Colfax. The General Plan Land Use Element, and Land Use Map which are a part of this document, represent and illustrate the City's land use goals and objectives.

This Land Use Element contains the current land uses and the distribution of residential, commercial, industrial, public, and open space lands within the Colfax City Limits. Land use policies must be considered within the context of current land uses in order for the City to adequately plan the development of the community.

The policies contained in the General Plan Land Use Element, and other elements are compatible with the policies of the other elements of the General Plan (Government Code Section 65300.5).

As required by California Government Code Section 65302(a) and Public Resources Code Section 2762(a) the Land Use Element of the General Plan must address the following issues:

- Distribution, general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings, and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land.

- Standards of population density and building intensity recommended for the various districts and other territory in the plan.

- Identify areas in the plan which are subject to flooding and shall be reviewed annually with respect to those areas.

- Designate a land use category that provides for timber production, those parcels of real property zoned for timberland production.

This element contains the current and proposed future uses and distribution of land devoted to residential, commercial, industrial, agriculture, and public service.

California law requires the general plan to be internally consistent among the seven required elements (safety, land use, housing, circulation, open space, conservation, and noise). Internal consistency requires data, analysis, goals, policies, and programs must complement each other.

The element is a City document with goals, policies, and programs regarding growth that are coordinated with the General Plan of Placer County. This is very important with land areas

within the City of Colfax's Sphere of Influence (SOI) and Planning Area. Many issues relating to growth have a regional context. Common issues and concerns include transportation, housing, schools, commerce, employment, infrastructure, open space and land use.

2.2 General Principles

The following principles were developed to guide the preparation of the General Plan and in particular, the Land Use Element. These principles are implemented by the policies of the Land Use Element, Land Use Diagram, or both.

- Provide for accommodation of projected growth to the year 2020. Provide a surplus of land available for development beyond the year 2020 to account for unbuildable residential lots and ensure competition and flexibility in Commercial and Industrial land uses.
- Locate significant new development around existing developed areas.
- Designate an adequate amount of land in the Commercial land use designation to accommodate projected demand.
- New freeway oriented commercial development shall be located at the existing developed interchanges.
- Community design criteria should be developed to preserve the historic architecture of the downtown.

2.3 Background

This section contains information about the City's Sphere of Influence, City Planning Area, land use classifications and general uses permitted by the City's Zoning Ordinance.

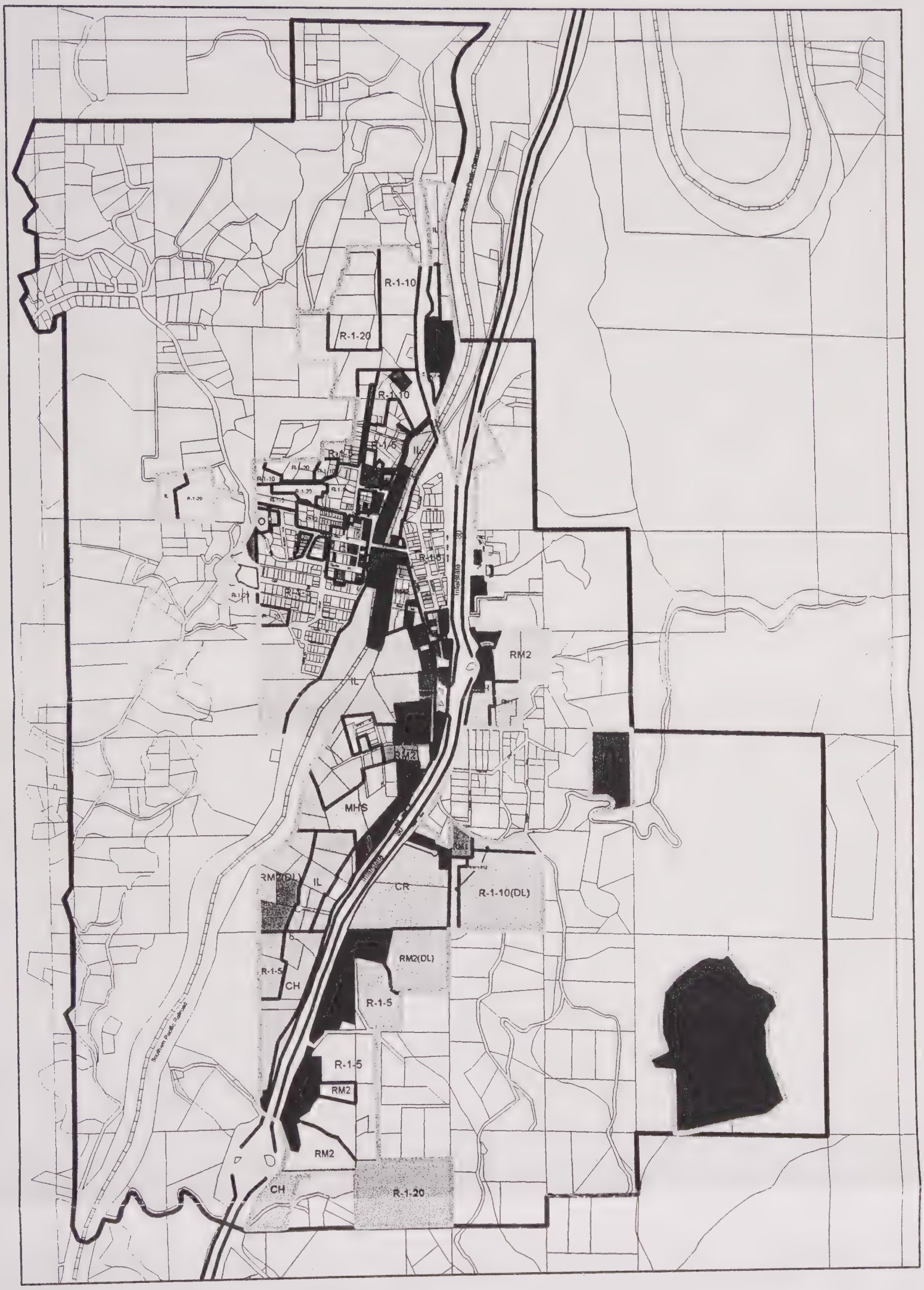
2.3.1 Colfax's Sphere of Influence

The Sphere of Influence (SOI) is "the probable ultimate physical boundaries and service area" of a jurisdiction (California Government Code Section 56076). The Local Agency Formation Commission (LAFCO) in every county adopts a SOI for each City. The current SOI includes areas beyond the City limits most likely to be annexed and provided with City services (Figure 2.1).

The City has a long term interest in the SOI properties. Decisions made within the SOI may someday be within City limits and be subject to City policies and standards. The City and County will coordinate future annexations within the SOI. Government Code Section 65859

City Of Colfax

Existing Land Use and Zoning Overlay



Existing Land Use

- Agriculture
- Commercial
- Industrial
- Park
- School
- Quasi Public
- Residential
- Mobile Home
- Multiple Family Residential
- Religious
- Vacant

City of Colfax City Limits

1000 0 1000 feet

scale

Zoning Designations

A-1 Agricultural
SPSD Special Public Service District
CH Commercial Highway
CR Commercial Retail
IL Limited Industrial
DL Density Limitations
O Open Space

R-1-5 Residential 5,000 Square Foot Maximum
R-1-10 Residnetial 10,000 Square Foot Maximum
R-1-20 Residential 20,000 Square Foot Maximum
RM1 Multiple Family Residential
RM2 Multiple Family Residential High Density

City of Colfax Sphere of Influence

N
W E
S

Produced for California State University, Chico
In Cooperation with the Geographic Information Center
Cartography by Kent Johanns

FIGURE 2-1

allows a City to prezone unincorporated land that adjoins the City limits. Prezoning does not have any take effect until the unincorporated land is annexed. Prezoned land is subject to the applicable zoning in the City and is required to be consistent with the community general plan. All future annexations will be prezoned.

The current SOI was adopted in the 1980s. The map (Figure 2.1) shows the current boundaries. The current SOI encompasses approximately 2294 acres. This includes the 664 acres in the City of Colfax.

2.3.2 Existing Land Use Inventory and Zoning Descriptions

The following categories of land uses are shown on the Land Use Diagram (Table 2.1). Zoning is applied to these land uses to implement the General Plan Land Use designations and to identify appropriate densities. The densities are the maximum allowed based on minimum lot sizes as defined in the City's zoning ordinance.

The definition of a **land use** is the current utilization of any piece of land. The way in which land is being used is land use. For example, if a parcel of land is being used as a grocery store, this would be considered a commercial land use. Figure 2.1, shows Present Land Use Areas as well as current zoning.

The definition of **zoning** is the process by which a City or County controls the use of a parcel and physical configuration of development upon tracts of land within its jurisdiction. Zoning is administered through the City Zoning Ordinance. The following zoning designations are used in Colfax to control land use.

Agricultural District

The purpose of the Agricultural District is to promote and preserve in appropriate areas of the City conditions favorable to agricultural use. This district is intended to include activities normally and necessarily related to conduct agriculture and to protect the district from the intrusion of uses inimical to the continuance of agricultural activity.

Allowable land uses under this designation include: crop farming, tree farming, and truck gardening. The City Zoning Ordinance also outlines several accessory uses and buildings that are also permitted within this district.

Open Space District

The purpose of the Open Space District is to promote and preserve open space for outdoor recreation in areas particularly suited for park and recreation. This district is intended to be limited to activities normally related to outdoor recreation.

Open Space may be land that is under public or private ownership. It is essentially unimproved and is devoted to any of the uses defined in the Conservation and Open Space Element (in this document) or the Zoning Ordinance. Open Space may be land preserved or protected through the use of easements, dedication, purchase, and/or donation to a land trust or public agency, and transfer of development rights. Cluster development may be used to provide for open space.

Allowable land use for this district include: parks, playgrounds, buffer zones and landscaping.

Table 2-1
City of Colfax
General Plan Land Use Element Designations***

Land Use Designation	Acres*	Percent
Single Family Residential (R-1)	215	31
Multi-Family Residential (RM)	14	2
Mobile Home Subdivision (RMHS)	15	2
Light Industry (IL)	68	9
Commercial Retail (CR)	24	3
Commercial Highway (CH)	45	7
Special Public Service District (SPSD)	84	12
Agricultural (A)	26	4
Open Space (O)	2	.3
Historical Design Control District (H1)**	62	9
Vacant or undeveloped	139	20

* Acreage is approximate ** Included in other designations *** Zoning shown in ( )

Single-Family Residence District

The purpose of the Single-Family Residential District is to provide for areas in appropriate locations where quiet, low density residential neighborhoods may be established, maintained, and protected. The regulations of this district are designed to promote and encourage a suitable environment for families. To this end the regulations permit the establishment of single-family dwellings and also permit, with proper controls, those public and quasi-public activities, such as schools, libraries, churches, parks and playgrounds which serve the needs of families.

There are five sub-categories in the R-1 designation. Table 2-1 indicates the R-1 district categories.

Table 2-2 R-1 Designation	
District	**Min. Area in Square Ft.**
R-1-40	40,000
R-1-20	20,000
R-1-15	15,000
R-1-10	10,000
R-1-5	5,000

Allowable uses under this designation include: single-family dwellings, public parks, playgrounds, schools, libraries, and churches.

The Zoning Ordinance also outlines accessory uses and buildings also permitted in this zone including: home occupations, number of pets, and the location of walls and signs.

Multi-Family Residence District

The purpose of the Multi-Family Residential District (R-M) is to provide for areas in appropriate locations where apartment house neighborhoods of varying degrees of density may be established, maintained, and protected. The regulations of this district are designed to promote and encourage an intensively developed residential environment. To this end multiple dwellings ranging from garden apartments to multi-story apartments and necessary public services and activities are permissible.

There are two sub-categories in the R-M zoning designation outline below in Table 2-3.

Table 2-3 R-M Designation					
District	**Minimum Parcel Area (Sq. Ft.)**	**Min. Parcel Area per dwelling unit (Sq. Ft.)**	**Min. Usable Open Space per dwelling unit (Sq. Ft.)**	**Maximum Lot Coverage**	**Max. Bldg. Height ***
R-M-1 stories (low density)	6,000	3,000	400	40%	2 ½ or 30 feet
R-M-2 stories (high density)	6,000	1,500	200		2 ½ or 30 feet

* As measured from any foundation location horizontal to a point parallel to the highest point of the building.

Allowable uses under this designation include: single-family dwellings, duplex or two family dwellings, multi-family dwellings, and parks, playgrounds, schools, libraries, and churches.

The Zoning Ordinance also outlines accessory uses and buildings permitted in this zone.

Retail Commercial District

The purpose of the Retail Commercial District (C-R) is to provide for areas in the City where businesses may be established to serve surrounding residential neighborhoods and the outlying districts. The regulations of this district are designed to promote a combination of retail and service facilities to meet the needs of residents of the surrounding area.

The allowable uses under the C-R designation include some of the following: retail businesses such as foot, hardware, dry goods, drug store, and furniture; service and professional establishments and offices; restaurants, bars, and theaters; business and technical schools; and single residential living areas.

The Zoning Ordinance also indicates accessory uses, buildings and conditional uses that are permissible in this designation.

Highway Commercial District

The purpose of the Highway Commercial District (C-H) is to provide for areas in appropriate locations adjacent to thoroughfares where activities are dependent upon or cater to thoroughfare traffic, such as Interstate 80. The regulations of this district are designed to encourage centers for retail, commercial, entertainment, automotive, and tourist facilities, and other appropriate highway-related activities.

The minimum requirements for permitted uses in this zone are outlined in Table 2-4.

Table 2-4
C-H Minimum Requirements

Lot Area (Sq. ft.)	Maximum Coverage
5,000	50%

Some of the allowable uses under this designation include: car lots, hotels, restaurants, retail shops, nurseries, and single-family residences.

The Zoning Ordinance also outlines accessory uses and buildings permitted in this zone.

Limited Industrial District

The purpose of the Limited Industrial District (I-L) is to provide for areas in appropriate locations where wholesale and heavy commercial activities and industrial processes not producing objectionable effects may be established, maintained, and protected. The regulations of this district are designed to promote an environment in which industries and related activities may be conducted.

Some of the allowable uses under this designation include: wholesale businesses, warehousing, service and gasoline stations, storage yards, public utility buildings, carpenter, electrical and plumbing shops, veterinary clinics, manufacturing, processing and assembly businesses.

The Zoning Ordinance also outlines accessory uses and buildings permitted in this zone.

Residential Mobile-Home Subdivision

The purpose of the Residential Mobile-Home Subdivision District (R-MHS) is to provide regulations for the placement of mobile-homes on individual lots within an approved subdivision specifically designed and designated for the sale of lots to accommodate mobile-homes as single-family owner-occupied dwelling units within a planned unit development.

Allowable uses under this designation include: a one-family, owner-occupied mobile-home on each lot; mobile-home parks; parks, playgrounds, riding and hiking trails, golf courses, lakes, and other related recreational facilities; and schools and churches.

The Zoning Ordinance also outlines accessory uses and buildings permitted in this zone as well as the development of mobile-home parks.

Special Public Service District

The purpose of the Special Public Service District (SPSD) is to provide for the orderly development of public facilities within any district.

The uses allowable in the SPSD district include: wastewater treatment plants and sanitary landfills.

Historical Design Control District

The purpose of this district is to ensure that the development, redevelopment, and rehabilitation of property in the designated area is consistent with the historic character of the original City area. The City's Design Review Commission has established a set of design goals for this district requiring certain architectural styles, the use of specific materials and colors that are consistent with existing historic buildings, and the use of special procedures in

the rehabilitation of existing buildings. The Community Design Element has expanded these goals into a set of Design Guidelines which are contained in this General Plan.

Allowable land uses are those allowable in commercial and residential land use areas.

2.3.3 Future Land Use Distribution and Development Potential

Future Land Use Map based on current and future zoning is shown in Figure 2.2. The following sections describe the land use designations and the standards of population density and building intensity for the various land use designations. Residential building densities are stated as the allowable range of dwelling units per gross acre. Dwelling units per acre are implemented by the Zoning Ordinance and are often dictated by ranges, i.e. Residential Mobile-Home Subdivision--a one-family, owner-occupied mobile-home on each lot.

Population density can be derived by multiplying the number of units by the average number of persons per dwelling unit. The assumed average number of 2.43 persons per dwelling unit for the Colfax area was obtained from the California Department of Finance.

Non-residential building intensities are stated as maximum Floor Area Ratios (FARs). A FAR is equivalent to the gross building square footage permitted on a lot divided by the net square footage of the lot. Net acreage is the total acreage less any streets or buildings.

The table and graphic below provide an example of how FAR is calculated:

Floor Area Ratio (FAR) Example		
FAR	**Lot (one acre) (square feet)**	**Building Area (square feet)**
0.25	43,560	10,890
1.0	43,560	43,560
2.0	43,560	87,120
3.0	43,560	130,680

Table 2-5 lists densities and intensities for various land use designations described in detail on the following pages.

Table 2-5 City of Colfax Densities and Intensities for Land Use Designations		
Land Use Designation	**Density DU per acre**	**Intensity (FAR)**
Single Family Residential (R-1)	14	-
Multi-Family Residential (RM)	29	-
Mobile Home Subdivision (RMHS)	14	-
Light Industry (IL)	-	2.0
Commercial Retail (CR)	-	3.0
Commercial Highway (CH)	-	3.0
Special Public Service District (SPSD)	-	-
Agricultural (A)	1 per 5 acres	-
Open Space (O)	-	-

The Housing Element summarizes the vacant land by zoning and slope. The parcel-by-parcel analysis shows a considerable number of vacant lots in the City, ranging in size from about 5,000 square feet to several acres. In terms of housing needs and the vacant land inventory, the City should not have difficulty in accommodating its share of the regional housing needs (See Table 34 in housing element).

Table 2-6 City of Colfax Future Land Uses					
Type of Land Use	**SOI****	**Vacant Acres***	**Developed Acres***	**Total Acres***	**Percent of Total**
Commercial	225	61	104	165	25
High Den. Res./ Commercial	16	0	16	16	2
Industrial	319	61	144	205	30
Indust. / Greenbelt	13	0	4	4	.5
Low Density Residential	424	0	0	0	0
Med. Density Residential	1167	97	82	179	27
Med. High Density Residential	130	7	95	102	15.5

* Within City Limits ** Acreage within the Sphere of Influence (including within the City limits)

Agricultural

Land within the City devoted to agricultural uses has changed to R-1-20 and accounts for 26 acres.

Open Space

Land within the City devoted to open space uses account for 2 acres. These areas are located primarily at the ball field and park areas (Figure 2.1).

.

Residential

Within the City, the residential land use accounts for 244 acres (Table 2.1). The amount of land zoned residential within the City totals 316 acres. R-1 residential zoning includes 72 vacant acres.

Within the City, the R-M multi-family residential land use accounts for 14 acres.

Commercial

Land designated for commercial land uses within the City total 135 acres. A total of 65 acres are vacant. There are also portions of land zoned commercial that currently have residential uses. The commercial use of land within the City occurs in the downtown area in the vicinity of Main Street between Depot and Church streets, along Auburn Street and Canyon Way, and Interstate 80.

The Interstate 80 corridor is designated for highway commercial uses. A large portion of this corridor along Canyon View Road and Canyon Way has the greatest potential for future development.

The City currently has adequate land that is zoned for commercial uses and is available for future development (65 vacant acres).

Limited Industrial

Industrial land within the community is 68 acres. Of this 11 acres are vacant. The majority of current industrial land parallels the Union Pacific Railroad. The other major portions of vacant zoned industrial land occur along Placer Hills Road.

Commercial-Industrial

The Commercial-Industrial Use category is intended to provide a transition between areas, which are traditionally either Commercial or Industrial, but have the basic characteristics of each. The areas designated Commercial-Industrial will provide locations for uses having

fabrication or assembly activities associated with preparation of goods for immediate retail sales. Such uses might include machine assembly, trailer assembly and sales, welding or bolting of pre-manufactured parts, or finished processing of materials prior to retail sales.

Public Service

The Natural Environment Element discusses the existing wastewater disposal facilities for the City of Colfax.

2.3.4 Land Use and Growth

The City of Colfax has an established land use pattern. The areas around the major transportation routes (I-80 and Union Pacific Railroad) are generally devoted to commercial and industrial uses.

The adjoining land uses along these transportation routes are primarily devoted to residential uses of varied densities. In an ideal situation, the higher density residential areas should be located closer to commercial areas and the downtown core. This would give the City a compact urban environment that is easier to provide public facilities, services and can help reduce daily vehicle trips (CIR).

The idea of a **Jobs/Housing Balance** is becoming more important for employment and development of any community. The Jobs/Housing Balance is based on commuting. The number of overall vehicle trips and miles traveled can be reduced if sufficient jobs are available locally to help balance employment and housing opportunities within the community.

In order to help balance jobs and housing within a community, opportunities for potential employment should continue to be encouraged. The City can help continue this by maintaining a percentage of vacant land zoned for manufacturing and commercial uses compared to vacant land zoned for residential uses.

The City currently has approximately 2 percent of vacant land that is zoned for commercial uses and approximately 9 percent of vacant land zoned for industrial uses. It is recommended that at least 15 percent of vacant land be zoned for commercial and industrial uses when compared to vacant land zoned for residential uses. While having vacant land zoned for commercial and industrial uses does not ensure jobs for a community, it does allow for possible employment opportunities because the land is available.

Residential Build Out

The City currently has 63 acres of vacant land that is zoned for residential uses. Table 2-7 illustrates the vacant land zoned for residential uses. For potential future build out see Table 2-8. The Housing Element discusses population and housing characteristics for the City of Colfax.

In the ten years from 1980-1990, the City added 136 new housing units to make up a total of 621 units. These were 382 single family detached units and 16 attached units. Approximately 180 units are multi-family structures containing two or more units and the third type of dwelling is the mobile home which accounts for 37 of all housing units. This housing stock is predominantly of a conventional suburban nature of detached single family homes.

Table 2-7
Vacant Land Zoned for Residential Uses

Zoned	Land Use[1]	Acres	Percent of Total
R-1-40	Vacant	0	0
R-1-20	Vacant	26	24
R-1-15	Vacant	0	0
R-1-10	Vacant	0	0
R-1-5	Vacant	34	31
R-M-1	Vacant	3.4	3
R-M-2	Vacant	45	42

[1] Vacant land use is defined as land with no other physical uses

Estimates from the Sacramento Area Council of Governments reflect the changes in dwelling units between 1990 and 1997. These estimates show an increase in total dwelling units to 686 with 431 single family units, 218 multi-family units and 37 mobile homes.

2.4 Land Use Issues

The following land use issues and concerns were identified by the Planning Commission:

- Need to attract travelers into the Historic Downtown.
- Promote retail businesses in downtown.
- Need to update and expand Development Fee Structure:
  - Development Fees
  - Capital Improvement Fees
  - Sewer and Sanitation Fees
  - Parks & Open Space Fees
- Increase local control of land within the Sphere of Influence.
- Plan a more efficient use of commercial and industrial land.

2.5 Findings

The following findings address land use issues and concerns:

- Zoning ordinance needs to be updated to conform to the General Plan
- Evaluate zoning along railroad corridor for possible changes in Industrial and Residential zoning designations, i.e. parcels at end of Sherwood Court adjacent to railroad.
- Carefully review all additions to the current Sphere of Influence and Planning Area.
- City should continue to maintain adequate vacant land zoned for commercial and industrial uses in relation to residential uses to provide for a Jobs/Housing Balance.
- For annexation to occurs, all land must first be prezoned, annexation boundaries should be drawn to exclude county peninsulas. Annexation should benefit the City.
- Apply to LAFCO for Annexation and Sphere of Influence changes.
- Mitigation of potential environmental impact of new development will depend upon the adoption of the City's Land Use Standards.
- Review all open space requirements to increase the amount of open space available.

2.6 Land Use Goals, Policies, and Implementation Measures

Allowable land use activities within the corporate limits of the City of Colfax are presently given by the Existing Land Use and Zoning Map (Figure 2.1). These land use and zoning designations are currently in effect and managed by the City Government. Outside the City boundary, however, land use activities are presently managed by Placer County. In the land surrounding the City limits lies the City's Sphere-of Influence (SOI). Within this zone, the area into which the City expects to grow, the community may specify land use activities which will be consistent with its present land use policy and goals for growth. The City may propose future land uses within the SOI, designate them on the land use map and prezone their specific land use character. The future land use for the City is designated on the General Plan Map (Figure 2.2).

City Of Colfax

General Plan Map

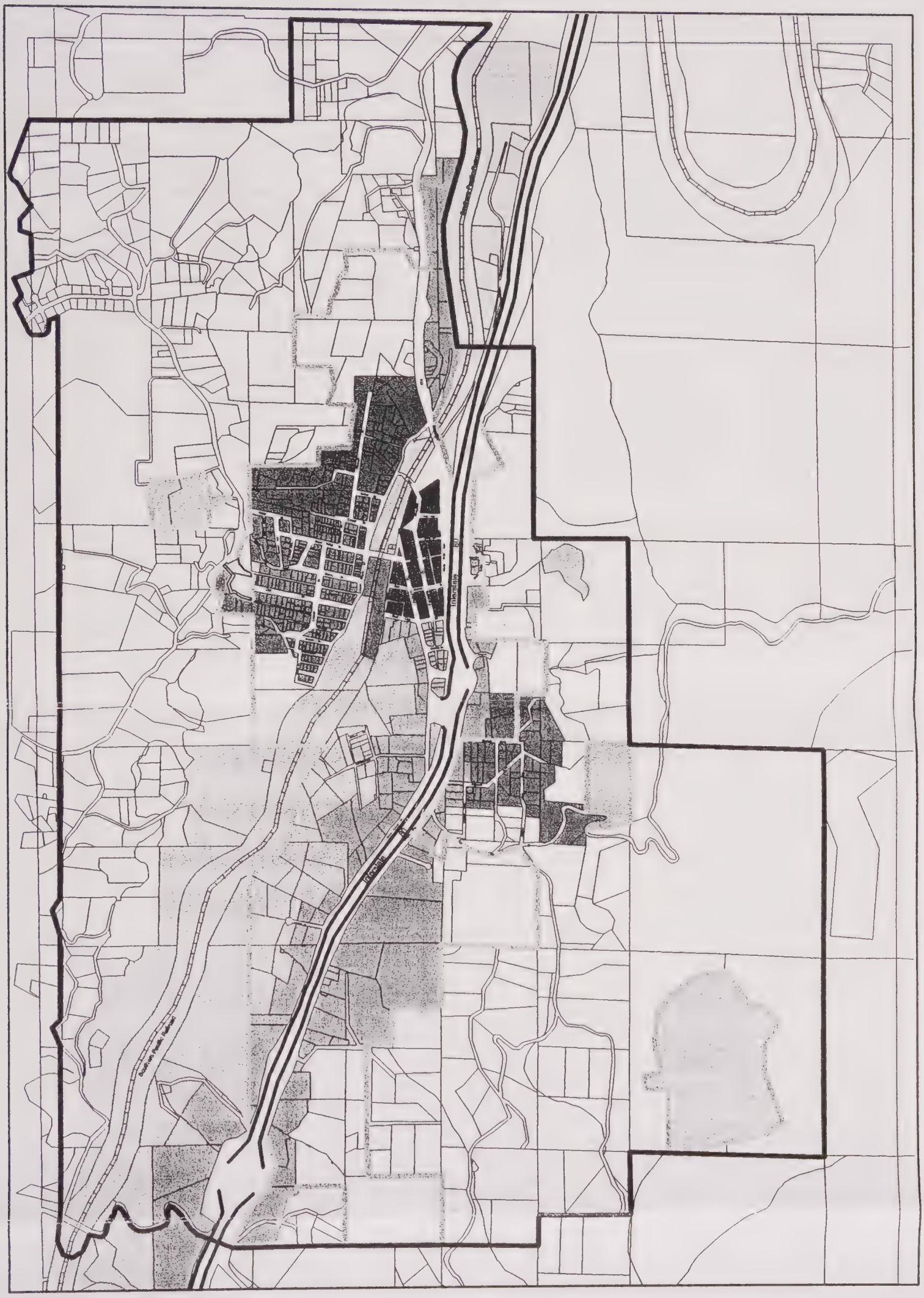


FIGURE 2-2

The changes to be implemented in the General Plan will minimize land use conflicts between adjacent land uses. These land use designations within the City and its SOI will encourage maintaining the open rural character of the areas surrounding the City. Changes in the location of Limited Industrial will increase the land available in areas where suitable land and services exist with minimum land use conflicts. These areas are along the rail line to the east and west of the City. Those areas that are appropriate are required to implement the use of greenbelt and buffer areas to improve the environmental conditions of the surrounding areas. Some residential areas along the rail line will require zoning changes to commercial, industrial and industrial greenbelt district rather than residential. These changes will limit conflicts in land use for these areas. This will improve circulation, noise, and air quality for surrounding properties as well.

Changes in residential density in the downtown core area will help reduce traffic and bring consistency in this predominately residential area. It will encourage residential infill and uniform development in this area. By locating medium and medium high density land uses in this area circulation will be improved by decreasing daily vehicular trips. This could have a positive effect on air quality and improve the citizens access to City services.

The major changes within the City are along the transportation corridors as well as in the central core area. These changes will result in more uniform development and better utilization of existing vacant land with in the City. The land use policy will discourage residential development adjacent to I-80 and the railroad. Another positive effect of this action would be to reduce conflicting land uses in the future between industrial and residential development.

Changes in the residential densities will help provide adequate vacant land for residential development for all income levels. The densities established will provide a consistency of development and a more efficient use of the natural topography. This will enable better protection of the environment.

The residential development and potential population changes are listed in Table 2.8. Using the vacant acreage available in the three designated land use areas these potential population changes can be calculated. **Low Density Residential** areas will utilize 2.25 dwelling units (DU's) per acre, **Medium Density Residential** will use 7 DU's per acre, **Medium High Density Residential** will use 12 DU's per acre. The California State Department of Finance, January 1992, places the occupancy of Colfax at 2.43 persons per unit. These figures were used to project the population changes (Table 2-8). These potential population increases are at maximum built out. And should be considered by all necessary agencies in future planning including schools, public safety, infrastructure and business activities.

One issue that should be considered in the projections of residential build out is the City of Colfax Hillside Development Guidelines (Appendix A). These guidelines were adopted in 1993. No development is allowed where slopes exceed thirty percent (30%).

Each development must meet these guidelines and be evaluated on an individual basis. This evaluation could reduce the density allowable in hillside areas by thirty to sixty percent (30-60%). The consultant and City staff estimate that this reduction will be thirty-five percent (35%) for planning purposes. This will bring a reduction in potential development. These reductions can be related to population increase as shown in Table 2-8. These reductions can only be confirmed as each development is evaluated.

Table 2-8
Potential Population Increase

Residential Land Use	Average Dwelling Units Per Acre	Vacant Acres in City	Vacant Acres in SOI (estimated)	Potential Population Increase in City**	Potential Population Increase in SOI**	Total Change
Low Density	2.25	0	399	0	2,181	2,181
Med. Density	7	97	710	1,650	12,077	13,727
Med. High Density	12	7	20	204	583	787
Hillside Development Guidelines Reduction				(646)	0	(649)
Total						19,019

* Population in SOI not affected by Hillside Development Guidelines.
** 2.43 persons per dwelling unit used for population planning.

Additional land use designations have been added to the General Plan Map (Figure 2-2). They include the following designations:

Low Density Residential - This land use classification is intended for the lowest density residential areas of the City and its SOI. These areas have limited density due to topography, infrastructure or other existing restrictions. They are a contiguous part of the buildout area. The dwelling unit density for this classification are from .1 - 4.0 DU's per acre. Allowable uses are one and two family residences, care homes, home occupations, non-profit organizations, and related activities. Consistent zoning for these areas include R-1, R-1-10, R-1-20, R-1-5, MHS, RM-1 districts. The City has no acres in this land use designation. The SOI contains approximately 399 vacant acres in this land use designation.

Medium Density Residential - The medium density residential classification is intended to designate areas of the city and SOI in which multiple family housing will be allowable by right. These areas are conducive to higher density development and are more efficiently served by City services. The dwelling unit density is 4.1-10.0 units per acre. Any residential zoning (with some restrictions) is consistent in these areas. There are approximately 710 acres in the SOI and 97 in the City that are affected

Medium High Density Residential - This medium-high density classification will allow selected areas of the city and SOI to accommodate higher density apartments, condominiums and other similar uses. This designation will help the City to meet its

fair share housing needs (Housing Element). There are approximately 20 acres in the SOI and 7 acres in the City that are affected.

Industrial Greenbelt - This designation is to provide for industrial use that will enhance the appearance and quality of life in the City. Development in this area will carry with it requirements for greenbelt and open space designations that will provide buffer areas to separate the industrial facilities from other adjacent land uses. For basic examples see Figure 2.3 and 2.4. These figures are used in the Placer County General Plan and are compatible with that document. This land use designation in Colfax is defined by its topography and relationship to the Union Pacific rail lines. Industrial development in this area is intended to be related to the railroad and/or the highway, with those areas having difficult topography remaining in permanent open space (Figure 2-2).

This General Plan recommends that as industrial development takes place in the Industrial Greenbelt designation areas, that open space uses be dedicated to the City, either in fee simple or as development rights, and incorporated into the park and trail system of the City.

Figure 2.3 Industrial-Commercial Buffer/Greenbelt

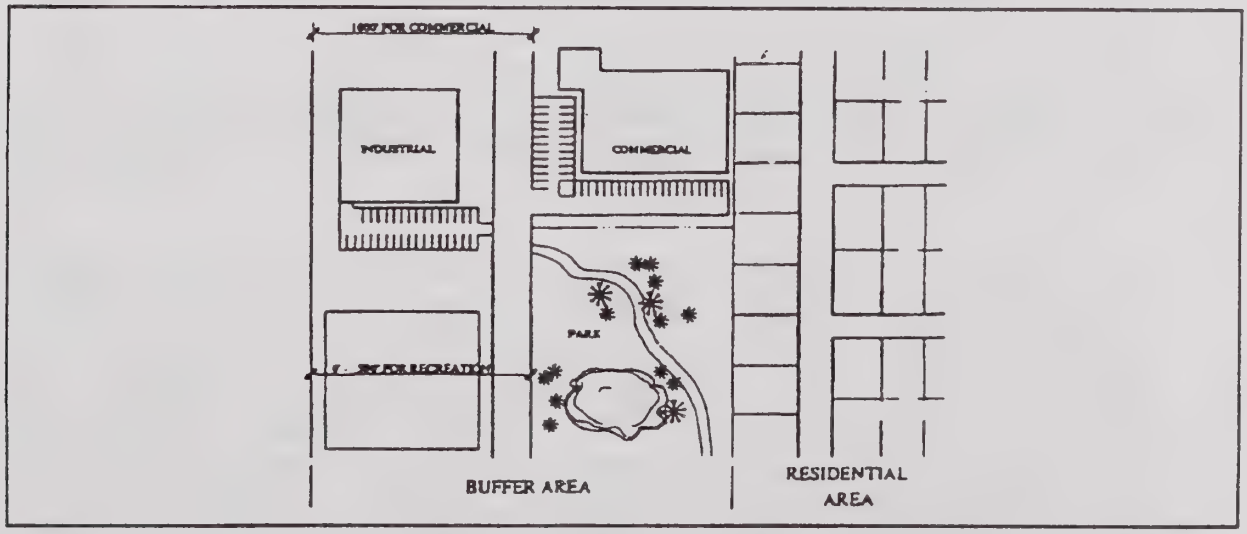
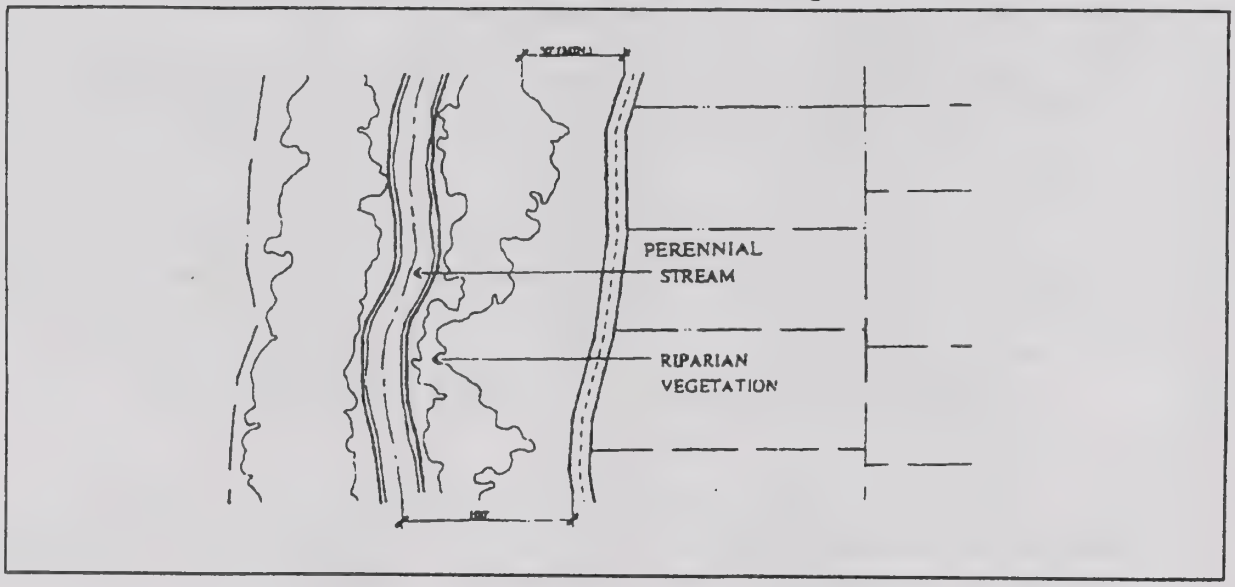


Figure 2.4 Sensitive Habitat Buffer/greenbelt



The Land Use Element defines and designates the general distribution, location and extent of land uses, including residential, commercial, industry, open space, agriculture, public service districts and other current and future land uses. It includes standards of population density and building intensity for the area covered by the plan. Growth within Colfax can be projected using these standards and densities. This growth includes the development and maintenance of residential and commercial areas. In Table 2-6 an inventory of vacant land within the City shows 104 acres of vacant land zoned for residential development and 122 acres available for commercial development.

This Land Use Element, when implemented, will direct development by defining areas within the City for medium density and medium high density residential areas (See Figure 2-2). Density standards are defined for medium density residential as areas that have 4.1 - 10.0 dwelling units (DUs) per acre. Medium high density residential will accommodate 10.1 - 29.0 DUs per acre. For future planning, the General Plan uses an average of 7 DUs per acre for medium density and 12 DUs per acre for medium high density. There are also potential changes in inflow due to commercial development. There are 122 acres available for commercial development . Using current data from the City, the approximate equivalent dwelling units (EDU's) for commercial property is 3 per acre. The Colfax Hillside Development Guidelines must be included in the planning process for future buildout.

Currently there are 686 dwelling units located within the City Limits. Contained within this chapter are goals, policies and implementation measures that will affect this number. With changes in the number of dwelling units there will be accompanying increases in commercial development. This development will use the inventory of vacant land as well as changes in current use of developed land. Future growth will also utilize vacant and developed properties in the SOI. Though the City has no control over the development in the SOI it must be considered as decisions are made and plans implemented. The City's foothill location provides

some limitations to development, yet there is sufficient area vacant land for continued future expansion. The medium density vacant land available will be developed at an average of 7 dwelling units per acre and the medium high density at an average of 12 units. This gives the City a future increase of 472 dwelling units. This does not include any accompanying growth in commercial and business development in the City on the 122 vacant acres designated for that purpose.

The results of future buildout are shown in Table 2-9. Included in the planning process are the Colfax Hillside Development guidelines. The reduction caused by these guidelines is reflected in reduction of total DU's. The timetable for potential increase in population and DU's can only be projected using past growth statistics. In 1991, the Sierra Planning Organization projected a yearly population increase in Colfax of between three and four percent (3%-4%) between 1990 and 2000. Data reveals an yearly growth rate of approximately two and one half percent (2 1/2 %) for the period between 1990 and 1997. If this trend continues the potential dwelling units added to Colfax for the life of this General Plan are 248. Between 1990 and 1997 an average of 10 dwelling units were added to Colfax per year.

Table 2-9
Potential Dwelling Unit Increases
City of Colfax

Residential Land Use	Vacant Acres in City	Dwelling Units Per Acre	Total Dwelling Units
Medium Density	97	4 (1.4)	388 (136)
Medium High Density	7	12 (4.2)	84 (29)
Commercial /Industrial	122	3 EDU (1)	366 EDU (122)
Hillside Development Guidelines Reduction			(287)**
Total (With Reduction)			**584**
Total (With out Reduction)			**871**

**(Reduction due to Colfax Hillside Development Guidelines)

This Land Use Element attempts to provide land for growth and development while preserving and protecting the sensitive environmental areas of the City . As development continues current infrastructure must be evaluated and analyzed to detect capital improvements that must accompany these changes. Issues to be evaluated as land use policies are implemented are circulation, air quality, public facilities, wastewater treatment and open space needs.

Goal 2.6.1: ***Promote the orderly development of Colfax and its surroundings.***

Policy 2.6.1.1 Annexation of additional area into the City shall occur only when there is a demonstrated economic or environmental need to do so and when the annexation is in conformance to the general plan.

Policy 2.6.1.2 Avoid the approval of land uses which threaten public safety and property values.

Policy 2.6.1.3 Provide adequate vacant land for development of a range of commercial, office, and light industrial activities.

Policy 2.6.1.4 Conserve and improve aesthetic, historic, neighborhood, open space and environmental land resources of the community.

Implementation Measures

2.6.1A Require expanded initial studies (CEQA) and fiscal impact studies to evaluate the advantages and disadvantages of all proposed annexations or major rezonings.

2.6.1B Require prezoning for all land use changes in Placer County jurisdiction within the lands surrounding the SOI.

2.6.1C Commercial development will be clustered on arterial streets and at major intersections near Interstate 80 interchanges.

2.6.1D Industrial development will be located near the railroad.

2.6.1E Traveler and visitor oriented land uses will be located near the I-80 corridor.

2.6.1F Locate industrial and commercial land uses away from noise sensitive land uses.

2.6.1G Establish criteria for a general or medium industrial zoning designation.

Goal 2.6.2 ***Insure that new development pays for the necessary City facilities and services to support it through tax revenues, fees, or other means.***

Policy 2.6.2.1 Encourage the location and development of businesses which generate high property and sales taxes, local employment and are environmentally compatible.

Policy 2.6.2.2 All new residential subdivision, commercial or industrial land development within the City shall be contingent upon City services including sewer, water and emergency vehicle access.

Policy 2.6.2.3 Establish and maintain a Capital Improvement Program for public facilities improvements that parallels the rate of new land development in the City. (CIR)

Implementation Measures

2.6.2A Develop a criteria for utility extension that includes economic feasibility, environmental sensitivity and enforcement of the General Plan Land Use Diagram.

2.6.2B Update the Capital Improvement Program as a means of keeping pace with the needs of future facilities and infrastructure.

2.6.2C Attempt to negotiate a Master Tax Transfer agreement with the County.

2.6.2D Require new development to pay a pro rata share of City infrastructure development maintenance.

Goal 2.6.3 ***Provide adequate land in a range of density designations to meet the housing needs of most income groups in the City. (H)***

Policy 2.6.3.1 Maintain an adequate supply of vacant and underutilized land to accommodate projected housing needs as stated in the Housing Element. (H)

Implementation Measures

2.6.3A Ensure adequate Jobs/Housing Balance by maintaining ample vacant land for commercial and industrial purposes.

Goal 2.6.4 Provide adequate land in the Open Space designation to meet the City's growing population.

Policy 2.6.4.1 Maintain open space acreage equal to 4 acres per 1000 population.

Implementation Measures

2.6.4.A Ensure adequate open space by requiring new development to dedicate the required portion of land to open space.

GLOSSARY OF TERMS

Acreage	Total area including public dedications, buildable area, and existing rights-of-way.
Buildable Area	The largest area on which structures may be placed excluding rights-of-way, easements and restrictions imposed.
Buffer Zone	An area of land separating a conflicting land use nuisance or noise source which may contain visual screening or noise attenuating landscaping or structures or open space areas.
Cluster Development	A close arrangement of buildings in groups intended to leave open land around them for scenic and recreational benefits that can be utilized for open space.
Density	Number of units per acre as developed.
Density, Allowable	Number of units per acre allowed by right in the zoning district
Density Bonus	Additional densities allowed over those allowed in the zoning district.
Developable Area	The total land area which may be developed excluding public rights-of-way extreme slope and areas reserved for preservation for public purposes.
General Plan Guidelines	A local planning guide published by the State Office of Planning and Research.
Goal	A desirable future condition toward which current planning and other public policy actions will move the Community. Generally an ideal never completely attained, an ongoing process.
Greenbelt	An area of open space that may be natural or man-made to separate or provide a buffer between land uses. Can be used for public recreation or outdoor activity.
Implementation Measures	A specific decision, ordinance or action which puts a program into effect.
Infrastructure	The public system of improvements which permits movement of goods, people or information (e.g. roads, railroads, sidewalks, water, gas, power, telephone, sewer lines).

Land Use Designation	A one to four letter code indicating the general class of land use allowable in the area.
Noise Attenuation Device	Any device which will absorb or deflect noise to prevent nuisance in a residential or public area (e.g. earthen berms, masonry walls).
Nuisance	Any or a list of sounds, materials visual scenes, smells, light or physical danger which threaten the health or safety of persons living in a place or using a public right-of-way.
Objective	A measurable expectation or desire that can be accomplished through implementation of plans, ordinances or actions.
Open Space	Any parcel of land or water which is unimproved. Also landscaped area as defined in the City's Zoning Ordinances or actions.
Overlay District	An additional level of regulation which is superimposed on a Zoning District or General Plan map or text.
Planned Development	A development project which includes nontraditional design and is permitted in place of Uniform Zoning Guidelines, yet meets the general intent, overall density and public needs of zoning. Also, a planned development use permit.
Planning Area	Land outside the boundary of the City's jurisdiction which bears relation to its planning.
Policy	A statement of intent which should be used by Planners to guide planning decisions.
Slope Density	A provision that reduces allowable building density with increasing slope to limit erosion potential, structural failure and damage from natural hazards.
Sphere-of-Influence	The probable ultimate physical boundary and service area of the City.
Uniform Development	A proposed design of units or buildings spread evenly across a parcel of land.
Vehicle Trip Generation	The number of persons or vehicular trips expected to originate daily from a building or place.

CHAPTER 3
CIRCULATION

3.1 Authority and Purpose

The purpose of the Circulation Element of a General Plan is to identify the location and the extent of major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the Land Use Element (Government Code 65302[b]). The State of California General Plan Guidelines lists the following mandatory issues which are to be addressed in this Element:

- Major thoroughfares
- Transportation routes
- Terminals
- Other local public utilities and facilities

In addition to the mandatory issues, the optional topic areas, as well as important local issues covered in this Element are as follows:

- Streets and highways
- Public transit (e.g., buses, taxi, railroads, etc.)
- Bicycle and pedestrian routes
- Parking
- Railroads

The goals, policies, and programs of this element relating to the above issues are designed to maintain and improve circulation within the community.

Transportation is also a regional issue. This element is required by Government Code Sections 651039(f) and 65080 not to be in conflict with applicable state and regional transportation plans (General Plan Guidelines).

The accessibility of a place has a major impact upon land value and the intensity of land use. The location of a place in relation to the circulation network is important in determining its land use (LU). As an example, land located next to major highway and freeway interchanges tend to have commercial and/or industrial uses. Good transportation access is required to move a large amount of goods or to meet the needs of residents, shoppers, and recreators. Movement or a trip along a circulation network requires some sort of cost in either travel time and/or money. Generally, people place more importance on travel time and do not want to be very far from places they regularly visit. Land use and the distance someone has to travel to shop, work, and or reside are related to circulation (Hanson). The shorter this distance to shop, work, and back to place of residence reduces travel time, fuel consumption, congestion, air pollution, and noise. Mixed land uses tend to help in reducing vehicle miles traveled (VMT).

The existing, as well as future circulation needs are based on community concerns and the goals, policies, and programs of the Land Use Element. Future projections are based on the anticipated use of vacant land in the Land Use Element (LU).

The Circulation Element also has a relationship with the Noise Element (N) of the General Plan. The railroad, Interstate 80, and major streets and thoroughfares are noise producers. Mitigation for transportation noises are offered in the Noise Element.

The Safety Element (S) is also linked to the Circulation Element. The services of police, fire, and ambulance all require an adequate system of streets to access victims of crime, fire, and or other emergencies in a timely manner.

The Conservation Element (CON) and Circulation Element are related. Air pollution from mobile sources, such as automobiles, are added to the Sacramento Valley Air Basin of which Placer County is included.

3.2 Background

3.2.1 Roadway Classifications

The City of Colfax is served by five different classifications of roadways. These are freeway, state highway, arterial, collector and local streets. The definitions of these roadways are defined below.

Roadway Classifications

- **Freeway** - A limited access and high speed road serving inter-regional movement with no interference from local street patterns or at-grade- crossings. Freeways are divided highways and serve primarily regional and long distance travel.
- **State Highway** - Limited access and higher speed road for travel between communities. Medium capacity two-lane roadways with one lane in each direction. The passing of slower vehicles requires the use of the opposing lane where traffic gaps allow.
- **Arterial** - A street carrying the vehicular traffic of intra-community travel, as well as access to the rest of the county transportation system. Access to arterials should be by minor arterial, collector and local streets.
- **Minor Arterial** - A street for movement of intra-community traffic and less traveled than arterial streets.
- **Collector** - These roadways serve traffic between major and local roadways and neighborhoods. Collector's are used mainly for traffic movements within residential, commercial, and industrial areas.
- **Local Street** - Roadways used primarily for direct access to residential, commercial, industrial, or other abutting property with on-street parking. They do not generally include roadways carrying through traffic.

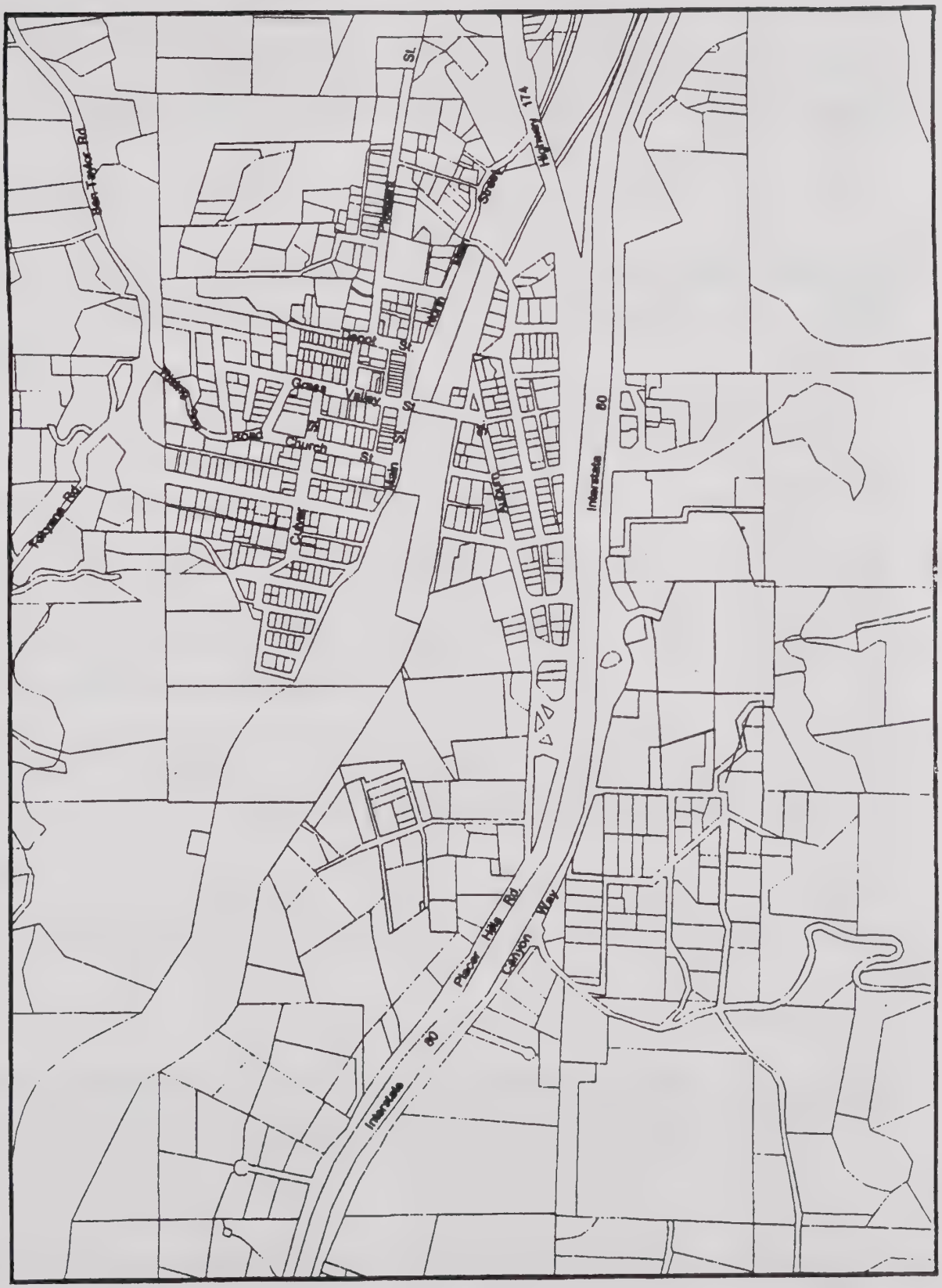
Source: Highway Capacity Manual, 1985

3.2.2 Existing Facilities

Figure 3.1 is a map of important streets and roadways in Colfax. Table 3.1 lists the arterial and collector streets in the City of Colfax. Local streets are not intended to carry through traffic. This does not mean local streets are not used for through traffic, only that the design and capacity of local streets is generally limited.

Figure 3-1

City of Colfax Main Ciruculation Routes



Scale

0 1000 2000 feet

1 inch = 1000 feet

N

W E

S

Produced for California State University, Chico
in Cooperation with the Geographic Information Center
Cartography by Kent Johanns

The collector and arterial streets are very important to the circulation system of a community. Congestion or traffic problems usually occur where roadways meet or traffic is impeded. Intersections are places where congestion is easily noticeable. Some examples of other impedance factors are: lane width, available lanes, exclusive turn lanes, parking, driveways, and railroad crossings.

Table 3-1
City of Colfax
Roadways

I-80	Freeway
Highway 174	State Highway
Auburn Street	Collector
Grass Valley Street	Collector
Depot Street	Local Street
Church Street	Collector
Main Street	Collector
Rising Sun Road	Collector
Culver Street	Local Street
Pleasant Street	Local Street
Canyon Way	Arterial
Placer Hills	Arterial
Tokayana	Arterial
Ben Taylor	Arterial

Interstate 80

Interstate 80 is the main transportation route and bisects the City of Colfax and, like its predecessor, Highway 40, exerts the major impact on circulation and transportation. It carries the majority of the traffic into and out of the City, while at the same time providing a physical barrier to intra-city circulation. The two interchanges located within the City of Colfax are Canyon Way and Auburn Street.

The Canyon Way exit is located at the southern edge of the city limits. This exit provides freeway access in the north and south bound direction and the southern portion of the City.

The Auburn Street interchange is the northern access point for I-80 in the City. Access to I-80 is available in both north and south bound traffic. This interchange also connects with Canyon Way. This area is an important intersection for travelers and trucks using Interstate 80. This interchange provides some of the needed services for both trucks and travelers. This exit also provides access to the historic downtown.

Highway 174

Highway 174 is the next major traffic carrier and produces a mixing of local and through traffic at strategic intersections. It enters the city limits in the north and is connected to the historic downtown by way of Main Street. Highway 174 then crosses the railroad tracks and terminates on Auburn Street.

Highway 174 is used by local and regional traffic. This roadway provides access to and from the communities of Grass Valley and Nevada City, thus allowing access to Highway 20.

City Roadways and Intersections

Important City streets are Depot Street, Culver Street and Pleasant Street. These streets connect residential areas to the network of collector roadways. Important collector roadways in the Colfax area include Auburn, Grass Valley, Church and Main Streets and Rising Sun Road. These collector roadways connect to the arterial streets that lead into the City. These include Canyon Way, Placer Hills, Tokayana and Ben Taylor.

Intersections are areas within a circulation system where the flow of traffic is often interrupted. Interruptions can occur from any number of sources (stop signs, traffic lights, bicycle and pedestrian crossings, etc.). Vehicle conflicts or accidents are more susceptible at intersections.

Parking

The parking requirements are established in the City's Zoning Ordinance in Chapter 9-2, Article 10 "Off-Street Parking Requirements."

Bicycle Routes

The City of Colfax currently has Class III routes. The use of bicycles within the City should be encouraged and expanded. An example to encourage bicycle use are: new developments that require collector or arterial streets should allow for bike route right-of-ways.

Bicycle Pathway Definitions

Class I are bicycle pathways that are fully separated from any traffic lanes, either in a setback landscaped corridor adjacent to the road, or in a totally separated corridor apart from the street.

Class II bicycle pathways are within the right-of-way of streets, usually collectors and arterials. The lanes are up to seven feet wide, located adjacent to the travel lanes with signage and a stripe on the pavement demarking the lane.

Class III bicycle pathways are shared usage of streets with no specific separation of different modes of traffic. Street signage is often used to designate a roadway as a bicycle route.

Pedestrians

Pedestrian needs can usually be accommodated by the construction of sidewalks and pathways. In areas with little or no development, adequate shoulders (4 to 6 feet wide) should be provided for pedestrians. The requirements for sidewalks is covered in the City's Zoning Ordinance and Standard Specifications.

It is desirable to combine pedestrian and bicycle facilities. This is important in planning new development areas. The use of pedestrian and bicycle facilities to link areas of home, work, school, and commercial uses can be used to reduce traffic and air pollution.

3.2.3 Capacity and Level of Service

Capacity is usually defined as the maximum number of vehicles or pedestrians (volume) that can use a transportation system with various roadway, traffic, and control conditions.

As an example, under ideal conditions the capacity of a one lane freeway segment is 2,000 passenger cars per hour per lane. The capacity of a one lane unsignalized intersection with a four way stop is 450 vehicles per hour per lane.

Volume is usually defined as the number of vehicles passing a given point in the roadway at a certain time interval.

The counting of cars passing Main Street on Grass Valley Street for 15 minutes is an example of volume.

Level of Service (LOS) describes the operating conditions on a roadway. The LOS is measured with an "A" through "F" rating. Level of Service covers such concepts and factors as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety (Traffic Engineering Handbook 1992).

Level of Service (LOS) Definitions

A description of the different Level of Service definitions is provided below.

LOS A: Free flow of individual users that are not interrupted by other users in the traffic pattern. Any intersection delays are less than 5 seconds.

LOS B: Constant flow with a large freedom to maneuver, but with some interference from other users. Intersection delays are between 5 and 15 seconds.

LOS C: Restricted flow which remains constant, but interference from other users is noticeable. Intersection delays range from 15 to 25 seconds.

LOS D: High-density but stable flow. Freedom to maneuver is restricted and intersection delays range from 25 to 40 seconds.

LOS E: Traffic flow is at or near capacity and freedom to maneuver is extremely difficult. Intersection delays of 40 to 60 seconds can be expected.

LOS F: Traffic flow approaches a level that exceeds the amount that can be served. Traffic is stop-and-go and queues form. Delays at intersections are greater than 60 seconds.

Source: Highway Capacity Manual 1985

Table 3.2 lists the Level of Service as a ratio of volume to capacity. As the volume and capacity get closer to the number 1.00, the LOS gets worse. For example, at a Level of Service of "B" the current volume of cars is 61% to 70% of capacity. In other words, the roadway or intersection has the capacity to accommodate 30% more cars (volume) before a LOS of "F" is reached.

Table 3-2
Level of Service in Relation to Volume/Capacity Ratios

LOS	V/C Ratio
A	0.00-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	>1.00

Current Daily Traffic Volumes

Current Circulation conditions in the City of Colfax are shown on Table 3-3. These condition are expressed with peak hour volume and its level of service under those conditions. This does not take into account special conditions such as climatic or emergency conditions. These counts were for roadways, not intersections.

Table 3-3
Peak Hour[1] Volume and Level of Service of Local Streets

Roadway	Volume	LOS
I-80 Overpass	586	A
Highway 174	428	A
Auburn Street	748	A
Grass Valley Street	492	A
Depot Street	56	A
Church Street	180	A
Main Street	124	A
Rising Sun Road	308	A
Culver Street	108	A
Canyon Way	388	A
Placer Hills	392	A
Tokayana	72	A
Ben Taylor	132	A
I-80 Overpass (west)	248	A

[1] Peak Hour is usually 10 to 12 percent of the Average Daily Traffic (ADT) flow. All Peak Hour counts were taken Monday through Thursday between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m.

In a separate study prepared by Spectrum Engineering of Fair Oaks, 5 intersections and road segments were also evaluated. This information was provided by Paul Manuel at MBI. The traffic counts were taken only during the p.m. peak hour. The results of this study are shown on Table 3-4 and 3-5. All of the intersections studied were stop sign controlled. The MBI study shows somewhat different results than the previous study of existing conditions. The main focus of the MBI study was on intersections rather than just roadways.

Table 3-4
Traffic Count Summary
For The Year 1977

Street	Segment	1997 P.M. Peak	1997 Daily ADT
SR 174	Main St. to Auburn St.	500	5,000
SR 174	Auburn St to I-80	1,270	1,270
Auburn Street	SR 174 to I-80	1,270	12,700
I-80 Overpass	Auburn St to S. Canyon View	855	8,550
S. Canyon View	Overpass to I-80 EB Ramps	730	7,300

Source: Spectrum Engineering

Table 3-5
Level of Service Summary of Intersections
For Existing Conditions

No.	Intersection	Existing Level of Service
1.	S. Auburn St. At the I-80 WB ramps	LOS C
2.	S. Auburn St. at the Overcrossing (north side)	LOS D
3.	North Canyon at the Overcrossing (south side)	LOS C
4.	North Canyon at the I-80 EB ramps	LOS B
5.	S. Auburn St. at S.R. 174	LOS E

Source: Spectrum Engineering

It was concluded by Spectrum Engineering that a signal is warranted at intersection 5 to mitigate the unacceptable LOS. This recommendation should be considered as future buildout occurs. It is also recommended that a fair share mechanism should be developed to pay for deficiencies created by continued development. A recommended City policy is that the development project that impacts the circulation system should pay its proportionate share of mitigation measures required.

Future Conditions

Future circulation needs and improvements must be based on the impacts of land use plan for the entire planning area. The land use plan indicates future population and its impact on circulation. Changes in density in the downtown residential area will cause an increase in traffic on those affected streets and roadways. The anticipated future traffic conditions in Colfax includes increased traffic on minor arterials and collectors. These roadways and their intersections will experience degradation generated by increased traffic. In addition to changes in density for residential locations the Land Use Element provides for the locating of industrial and commercial development on the current transportation corridors. This will help in redirection commercial traffic to more appropriate areas of the city. There are two intersections and roadways that are currently at an unsatisfactory LOS (see Table 3-5). The LOS at these locations will need to be mitigated with the installation of signals or other

acceptable traffic management methods to improve these areas to a LOS "C". It is understood that as buildout is accomplished, improvements in the circulation system must keep pace with this growth. The LOS for existing streets will change as the volume changes. These conditions must be monitored as development continues. With each new development the current and future circulation must be considered.

There are valid alternatives to reduce congestion and unsatisfactory LOS. As build out is accomplished these methods need to be implemented on a case by case basis. Methods that can improve circulation include; signalizing intersections to improve consistent flow, restriction of left turns during peak hours or 24 hours per day or install turning lanes wherever appropriate to direct and channel traffic. The cost of some of these alternatives is sizable. In order to offset the City's cost of these measures, new development must provide its fair share of the cost for conditions created as buildout continues. Other alternative to improve circulation would be to encourage and cooperate with state and federal transportation officials for construction of another ramp from State Route 174 to I-80, as well as elimination of some on street parking to increase traffic flow. This would relieve current and future conditions for those commuters entering and exiting the City. The City, however, has very little control over the transportation decisions for ramps and cannot be sure of securing this alternative. The eliminations of parking is not possible in the downtown because of already inadequate parking in that area.

The projected future traffic LOS and Peak Hour Volumes are based on computer modeling with QRS II software. This network program is used to forecast impacts of urban development on roadway networks. This is accomplished by outlining a basic roadway network, dividing the City into zones, entering information specific about each zone (i.e. human activities, income level, occupations, family size, etc.), and current network or roadway configurations. Traffic volumes are distributed on the existing network using techniques as documented in the *National Cooperative Highway Research Program Report Number 187* (QRS II) and help forecast traffic levels after there have been changes in urban development.

These projections are affected by current traffic congestion problem intersections and roadways. These congestion areas include South Auburn Street at State Route 174 and South Auburn Street at the north side Overcrossing. It may be necessary to postpone approval of development proposals that result in degradation of LOS until improvements are accomplished.

Air quality problems resulting from increased traffic circulation will require the implementation of mitigation measurer consistent with the Placer County Air Pollution Control District's 1991 Air Quality Attainment Plan (or updated version). Air quality is addressed more in the Natural Environment Element.

Table 3-6 Projected Peak Hour Volume and LOS at Buildout[1]		
I-80 Overpass	1176	B
Highway 174	1147	B
Auburn Street	1253	B
Grass Valley Street	200	A
Depot Street	33	A
Church Street	178	A
Main Street	255	A
Rising Sun Road	231	A
Culver Street	212	A
Canyon Way	1395	C
Placer Hills	1496	D
Tokayana	72	A
Ben Taylor	132	A
I-80 Overpass (west)	1164	B

[1]The projected number are only estimates of possible future Peak Hour and LOS. Any number of factors can change them. For instance, a change in zoning will either lower or raise the allowable densities in a certain area. All projected traffic conditions were made using current zoning designations on vacant land.

3.3 Circulation Issues

The following circulation issues and concerns were identified by the Planning Commission:

- The City is divided into 3 distinct sections by the railroad and Interstate 80, preventing adequate circulation when trains move through town.
- Parking facilities (especially in the Historic area) are inadequate.
- There is a need to encourage pedestrian and bicycle travel within the City.
- Circulation plans need to be developed when I-80 is closed either due to weather, accident, or road work traffic is diverted through town along Hwy. 174.
- Congestion points exist at peak hours due to school and work commute.

- Potential off-ramp congestion with build out of vacant land along Auburn and Canyon Way may be a problem.

- A need to encourage the development of community gateways.

3.4 Findings

The following findings address the above issues and concerns:

- The planning of future roadways need to meet all acceptable standards to ensure a safe and efficient circulation network.

- Inadequate pedestrian and bicycle routes, including walkways, sidewalks and pedestrian crossings need to be changed and improved.

- Union Pacific and Southern Pacific Railroads have merged creating potential for more rail traffic through the City.

- Highway 174 has become a major commute route for morning traffic between Grass Valley to Interstate 80.

3.5 Circulation Goals, Policies, and Implementation Measures

Goal 3.5.1 ***Create a problem free and safe transportation system in the Colfax Planning Area.***

Policy 3.5.1.1 Maximize the efficient use of existing transportation facilities.

Policy 3.5.1.2 Maintain a level "C" service standard for City intersections and roadways.

Policy 3.5.1.3 Take a pro-active position in regional transportation issues that involve the Colfax area.

Policy 3.5.1.4 Traffic impacts must be considered in land use decisions and vice versa.

Implementation Measures

3.5.1A Monitor standards and requirements for future development of residential and commercial land, noting and prioritizing needed improvements such as streets, wastewater distribution / treatment system and storm drainage system. These needed improvements will be included in the City's Capital Improvement Program..

3.5.1B Land uses that generate a high incidence of auto traffic, such as drive-ins, convenience stores, fast-food outlets, shopping centers, and large subdivisions,

shall be required to submit a site-specific traffic impact report prior to construction or expansion of such facilities.

Goal 3.5.2 Encourage alternative forms of transportation.

Policy 3.5.2.1 Allow for alternative forms of transportation by providing necessary facilities, such as bicycle racks, pedestrian walkways and connections, as well as ride share parking.

Policy 3.5.2.2 Place priority on walking and bicycle trails within the Colfax Planning Area.

Implementation Measure

3.5.2A Create an integrated network of pedestrian connections throughout the planning area.

3.5.2B Use transportation systems management techniques to lower vehicle miles traveled and to decrease air pollution emissions.

3.5.2C Utilize the strategies recommended in the *Transportation-Related Land Use Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study Final Report (1995) Chapter 1*. This report was prepared for the California Air Resources Board and the California Environmental Protection Agency. These recommendations, when applicable, will be used to mitigate impacts caused by new development throughout the City. These strategies include:

Provide Pedestrian Facilities
Increase Density Near Transit Corridors
Increase Density Near Transit Stations
Encourage Mixed-Use Development
Encourage Infill and Densification
Develop Concentrated Activity Centers
Strengthen Downtowns
Develop Interconnected Street Network
Provide Strategic Parking Facilities

The noise level contours and tables presented in this element are required to be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise. The noise element is in a sense a supplementary element in that its standards and proposals are to be superimposed upon, or incorporated with those of other element plans. In addition to required conformance with the Land Use Element, this Noise Element is in conformance to other elements of the City General Plan, particularly the Housing Element, Safety Element, Circulation Element, Open Space and Conservation Element.

This element is also consistent with the Placer County General Plan Noise Element and other local and regional planning documents. The standards and goals of this plan element will also have reference value in the assessment of noise impacts upon the environment which may result from proposed public and private development projects.

Present and future noise levels are shown in this document. They are stated in terms of day/night sound level (Ldn). This is the preferred format for implementing the State of California's Noise Insulation Standards. The following section of this element presents an explanation of the concepts of environmental noise and how it is evaluated.

4.2 Background

4.2.1 Effects of Noise on People

Hearing Loss

When sounds are too intense and prolonged, the hearing receptor cells, or "hair cells", can be damaged. The inner ear (cochlea) is a coiled tube about 34 millimeters long, containing about 17,000 hair cells. Hearing loss can occur along all parts of the cochlea. Thus, the degree of hearing loss depends not only on the injury at any one location, but upon the spread of hearing loss in the inner ear. Hearing loss usually occurs above the speaking ranges and spreads downward. Damage can, therefore, be substantial before hearing loss is noticed.

Most experts believe that noise levels of 70 dBA or more contribute to loss of hearing over a lifetime. Clear evidence is available that noises above 80 dBA can contribute to inner ear damage and eventually hearing loss if they are frequently and regularly encountered. Trucks, trains, sports cars, and motorcycles all exceed 80 dBA at 50 feet. Amplified music at close range may reach 120 dBA. In industry, excessively loud machinery is common.

Speech and Sleep Interference

Speech interference begins occurring at about 40-45 dBA and becomes severe at 60 dBA and above. Excessive background noise can reduce the amount and quality of verbal exchange and adversely affect education, family lifestyles, occupational efficiency, and quality of one's relaxation.

To protect a person from sleep interference sound levels should not rise above 35-40 dBA. Whether a person is actively awakened by a particular noise will depend upon noise levels, characteristics of noise, stage of sleep, the person's motivation to awaken, age, sex, and so on. Elderly people and persons who are ill are particularly susceptible to sleep interference caused by noise.

Stress Inducement

Noise as a source of stress is a likely contributor to what many medical authorities believe are stress related diseases such as ulcers, high blood pressure, heart disease, and arthritis. As a source of stress, noise may also be a contributing factor in mental illness, anxiety, and psychological distress. This distress, in turn, can lead to instability, sexual impotency, headaches, nausea, general anxiety, and changes in general mood.

Performance and Learning

Work performance can be adversely affected by noise through distraction and through the physical reactions previously described. While noise does not seem to have an affect on overall work productivity, it can reduce accuracy of work, particularly of complex tasks, and inhibit learning. Even if it does not do this, the price may be increased fatigue, distraction, and irritability on the part of the employee or student. Studies conducted in Europe recommend 55 dBA as an upper limit for peak-interfering noise in classrooms.

Annoyance

Many factors affect how annoyed people will be by environmental noise. A first consideration is the characteristics of the noise itself including loudness, duration, steadiness, or whether it contains speech or music. Secondly, background noise levels affect the determination of how intrusive a particular noise is perceived. Thirdly, the time of day and seasonal variations can make a difference. People are most likely to be disturbed at home, at night, and during warm weather.

The number of people disturbed by noise generally goes up as noise levels increase. Predicting annoyance responses to noise in particular situations is difficult. Individuals who complain are generally not unusually physically sensitive to loud sounds. They do tend to have higher incomes and levels of education than those who do not complain. Community wide annoyance responses also depend on leadership within the community and a total sense of community by population.

Complaints are not, then, a very good criteria to apply in setting protective noise standards. As a result, criteria based on the harmful and disturbing effects of noise on persons have emerged as more objective, measurable, and protective approaches to the problem of setting noise standards.

4.2.2 Measurement and Management of Environmental Noise

Sound travels through the air in waves of minute air pressure fluctuations caused by some types of vibrations. In general, sound waves travel away from the noise source as an expanding spherical surface. The energy contained in a sound wave is consequently spread over an increasing area as it travels away from the source. The result is a decrease in loudness at greater distances from the noise source.

The human ear is subject to a wide range of sound intensities and people hear changes in sound in proportion to those intensities. The *decibel* (**dB**) scale is a logarithmic scale used to compress this range. The threshold of human hearing corresponds roughly to 0 dB. Figure 4-1 shows typical sound levels encountered in the environment. The *"A"* weighting scale, that which most closely resembles human hearing, is used in this plan and is noted by the symbol **dBA**.

Varying noise levels are often described in terms of the equivalent constant decibel level. Equivalent noise levels (**Leq**) are used to develop single value descriptions of average noise exposure over various periods of time. Such average exposure ratings often include additional weighting factors for annoyance potential because of time of day or other considerations. In this general plan, the time varying character of environmental noise is described as **Ldn**. This is a statistical weighting of daytime and nighttime noises and is used as the basis of noise impact evaluation and for land use planning criteria.

Ambient noise levels constitute the composite from all sources far and near. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Parameters used when estimating traffic noise relate to the traffic, the roadway, and the receiver. Traffic parameters affecting noise are the number and type of vehicles passing a point during a particular time period and the average speed of the vehicles. Roadway variables include its surface, gradient, and geometry.

Highway noise increases as the number and average speed of automobiles on it increases. For example, if the automobile traffic volume doubles, the noise level from those autos increases by about 3 dBA. However, if the speed decreases to half, the noise level from autos decreases by about 6 dBA. The engine exhaust system and tire roadway interaction contribute prominently to overall automobile noise.

Truck noise behaves differently. Noise from tires, exhaust, intake engine and gears all contribute to the total noise environment. An average truck generates A-levels about 15 dBA higher than the average car. The condition of the trucks muffler is particularly important. Another significant difference between the two vehicle sources is that the main noise from autos is from tires, whereas from heavy trucks it is the exhaust stack.

When distance is the only factor considered, sound levels form an isolated noise source

will typically decrease by about 6 dB for every doubling of distance from the source. When the noise source is essentially a continuous line (e.g., vehicle traffic on a highway), noise levels decrease by about 3 dB for every doubling of distance.

Receiver parameters are those which affect the relationship of the receiver's position to the vehicle roadway noise source. The distance between the observer and the highway is the most significant factor. The greater the distance, the lower the noise level. Doubling the distance from the highway (for example going from 100 to 200 feet) reduces the average traffic noise at the receiver's position by about 4 to 6 dBA.

Railroad noises may also be measured and compared using Ldn levels as a basis for evaluation. Railway noise is produced by the combination of diesel engine noise and railway car noise. Other variables are distance to the receiver, number of train operations, speed of trains and numbers of cars per train. Engine air horns and grade crossing warnings are treated as single event noises.

Noise levels are mapped using **Noise Exposure Contours**. They are lines drawn about a noise source which indicate constant energy levels of noise exposure. The contours are usually drawn in Ldn levels.

Numerous criteria have been developed over the years for assessing the acceptability of community noise levels, including many more or less complicated procedures for assessing annoyance.

Figure 4-1
Common Indoor and Outdoor Noise Levels

Common Outdoor Noise Level	Noise Level dBA	Common Indoor Noise Levels
	110	Rock Band

Jet Flyover at 1,000 feet	---	
	100	
	---	Inside Subway Train (New York)
Gas Lawn Mower at 3 feet	---	
	90	
Diesel Truck at 50 feet	---	Food Blender at 3 feet

Noisy Urban Daytime	80	Garbage Disposal & Shouting at 3 feet

Gas Lawn Mower at 100 feet	70	Vacuum Cleaner at 10 feet

Commercial Area	---	Normal Speech at 3 feet
	60	
	---	Large Business Office

Quiet Urban Daytime	50	Dishwasher Next Room

	40	Small Theater, Large Conference Room
Quiet Urban Nighttime	---	
Quiet Suburban Nighttime	---	Library
	30	
	---	Bedroom at Night
Quiet Rural Nighttime	---	Concert Hall (Background)
	20	

	---	Broadcast & Recording Studio
	10	

	---	Threshold of Hearing
	0	

Note: A ten (10) decibel increase in sound level on dBA scale doubles the apparent loudness or annoyance of the sound.
Source: "Guide on Evaluation and Attenuation of Traffic Noise", American Association of State Highway and Transportation Officials.

Federal Agency Guidelines

The Federal Noise Control Act of 1972 (Public Law 92-574) established a requirement that all federal agencies must administer their programs in a manner that promotes an environment free from noise that jeopardizes public health or welfare. The U.S. Environmental Protection Agency (EPA) was given the responsibility for providing

information to the public regarding identifiable effects of noise on public health and welfare, publishing information on levels of environmental noise that will protect the public health and welfare with an adequate margin of safety, coordinating federal research and activities related to noise control, and establishing federal noise emission standards for selected products distributed in interstate commerce. The Federal Noise Control Act also directed that all federal agencies comply with applicable federal, state, interstate, and local noise control regulations.

Although the EPA was given major coordination roles regarding public information and federal agencies, each federal agency retains authority to adopt noise regulations pertaining to agency programs. The EPA, however, can require other federal agencies to justify their noise regulations in terms of the Federal Noise Control Act policy requirements. The Occupational Safety and Health Administration retains primary authority for setting workplace noise standards.

In response to the requirements of the Federal Noise Control Act, the EPA has identified indoor and outdoor noise limits to protect public health and welfare (e.g. hearing damage, sleep disturbance, and communication disruption). Ldn values of 55 dB outdoors and 45 dB indoors are identified as desirable to protect against speech interference and sleep disturbance for residential, educational and health care areas. The noise level criterion to protect against hearing damage in commercial and industrial areas is identified as a 24-hour Leq value of 70dB (outdoors and indoors).

The Federal Highway Administration (FHWA) has adopted criteria for determining whether the noise impacts associated with federally funded highway projects are sufficient to justify noise mitigation actions (47 FR 131: 29653-29656). The FHWA noise abatement criteria are based on peak-hour Leq noise levels, not Ldn or 24-hour Leq values. The peak 1-hour Leq criteria for residential, educational, and health care facilities are 67 dB outdoors and 52 dB indoors. The peak 1-hour Leq criterion for commercial and industrial areas is 72 dB (outdoors). These criteria would be used if the City of Colfax were to participate in federally funded highway projects.

The relationship between peak-hour Leq values and associated Ldn values depends upon the distribution of traffic over the day. A peak-hour Leq value cannot be converted precisely to an Ldn value. However, in areas with heavy traffic, the peak-hour Leq is typically 2 to 4 dB lower than the daily Ldn value. In less heavily developed areas, the peak-hour Leq is often equal to the daily Ldn value. For rural areas with little nighttime traffic, the peak-hour Leq value will often be 3 to 4 dB greater than the daily Ldn value. The average difference between the peak-hour and the Ldn level in Colfax is about 3.1 dB.

The U.S. Department of Housing and Urban Development has established guidelines for evaluating noise impacts on residential projects seeking financial support under various grant programs (44 FR 135:40860-40866). Sites are generally considered acceptable for residential use if they are exposed to outdoor Ldn values of 65 dB or less. Sites are considered "normally unacceptable" if they are exposed to outdoor Ldn values of 65-75 dB and

completely unacceptable if outdoor Ldn values are above 75 dB. These criteria must be considered when the City of Colfax evaluates potential sites for federally funded housing projects.

State Guidelines and Local Standards

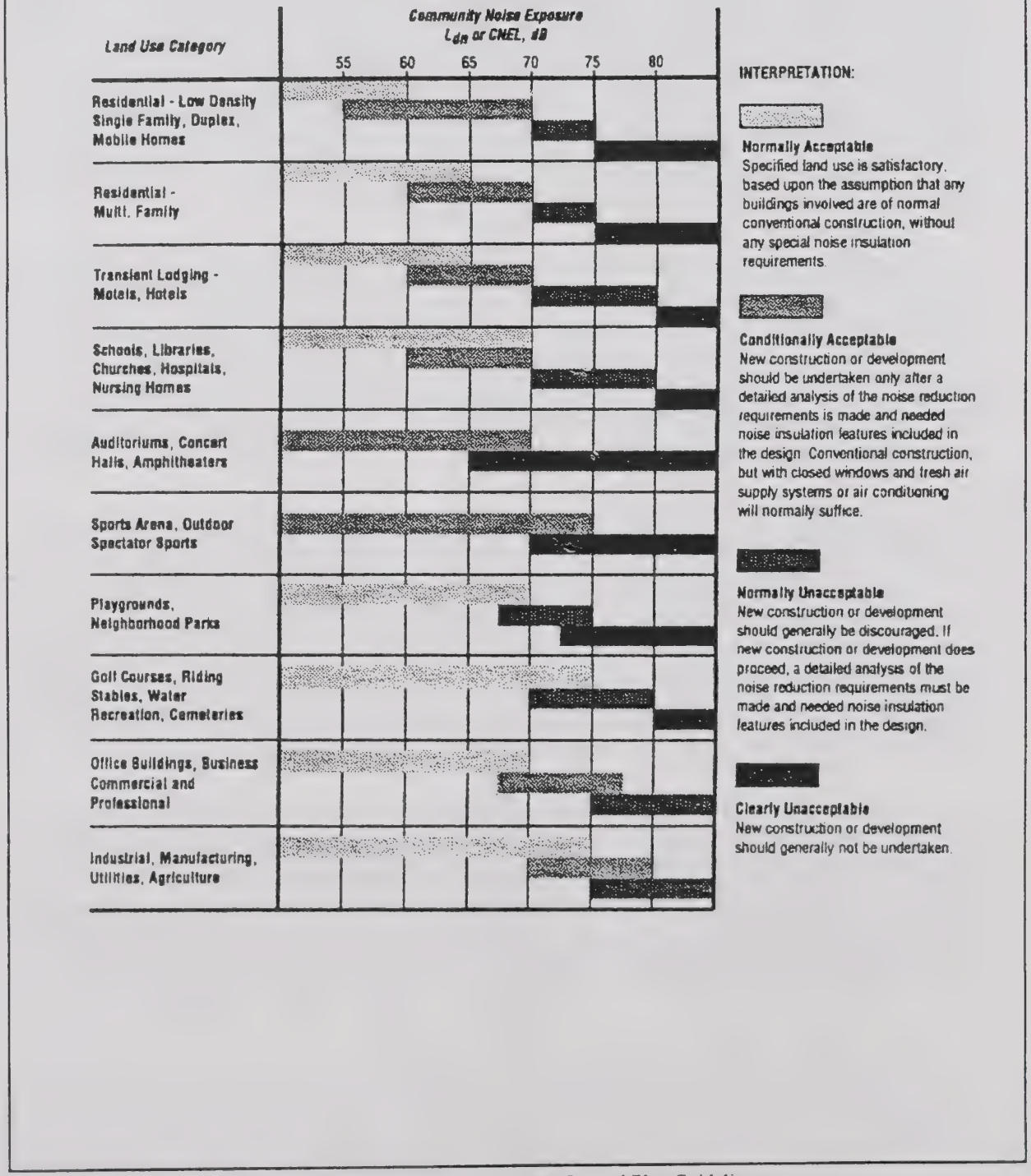
The California Department of Health Services (DHS) has published guidelines for the preparation of noise elements of local general plans. This city noise element is in compliance with those guidelines. The Guidelines include a noise level/land use compatibility chart, Figure 4-2, that categorizes various outdoor Ldn ranges into four compatibility categories (normally acceptable, conditionally acceptable, normally unacceptable and clearly unacceptable), depending upon land use. For some land uses, the chart shows overlapping Ldn ranges of two or more compatibility categories. The City of Colfax, by adoption of this element, has adopted these standards for new development.

Changes in the Land Use Element must consider these standards when development is proposed. The increased residential density in the downtown area will increase the noise level, but if mitigation measures in this element are followed the standards can be followed. With the changes in the industrial land use areas in the City, conflicts in noise levels between residential and industrial areas can be eliminated. Any use permit granted that has the potential for excessive noise levels in noise sensitive areas, must have noise level limits and mitigation measures required for the use permit.

This Colfax General Plan Noise Element identifies the normally acceptable range for low-density residential uses as less than 60 dB, while the conditionally acceptable range is 55-70 dB. The normally acceptable range for medium and high-density residential uses is identified as Ldn values below 65 dB, while the conditionally acceptable range is identified as 60-70 dB. For educational and medical facilities, Ldn values below 70 dB are considered normally acceptable, while Ldn values of 60-70 dB are considered conditionally acceptable. For office and commercial land uses, Ldn values below 70 are considered normally acceptable, while Ldn values of 67.5 to 77.5 are categorized as conditionally acceptable.

The California Department of Housing and Community Development has adopted noise insulation performance standards for new hotels, motels, and dwellings other than detached single family structures (24 Cal. Adm. Code 25-28). These standards require that "interior Ldn with windows closed, attributable to exterior sources, shall not exceed an annual Ldn of 45 dB in any habitable room." These standards are required to apply to conditions for issuance of building permits for all such multi-family dwellings to be located in Colfax.

Figure 4-2
Land Use Compatibility for Community Noise Environments



Source: State of California, Office of Planning and Research 1990 General Plan Guidelines

The California Vehicle Code includes limits for noise emissions from motor vehicles. Enforcement of these sections (Figure 4-3) is done by the California Highway Patrol and local law enforcement agencies.

California Vehicle Code 27160 Motor Vehicle Noise Limits

(a) No person shall sell or offer for sale a new motor vehicle which produces a maximum noise exceeding the following noise limit at a distance of 50 feet from the centerline of travel under test procedures established by the department:

(b) Test procedures for compliance with this section shall be established by the department, taking into consideration the test procedures of the Society of Automotive Engineers.

Figure 4-3
Motor Vehicle Noise Limits

1)	Any motorcycle manufactured before 1970	92 dBA
2)	Any motorcycle, other than a motor-driven cycle, manufactured after 1969, and before 1973	88 dBA
3)	Any motorcycle, other than a motor-driven cycle, manufactured after 1972, and before 1973	86 dBA
4)	Any motorcycle, other than a motor-driven cycle, manufactured after 1974, and before 1978	80 dBA
5)	Any motorcycle, other than a motor-driven cycle, manufactured after 1977, and before 1988	75 dBA
6)	Any motorcycle, other than a motor-driven cycle, manufactured after 1987	70 dBA
7)	Any snowmobile manufactured after 1972	82 dBA
8)	Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1972, and before 1975	88 dBA
9)	Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1972, and before 1975	86 dBA
10)	Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1974, and before 1978	83 dBA
11)	Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1977, and before 1988	80 dBA
12)	Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1987	70 dBA
13)	Any other motor vehicle manufactured after 1965, and before 1973	86 dBA
14)	Any other motor vehicle manufactured after 1972, and before 1975	84 dBA
15)	Any other motor vehicle manufactured after 1974, and before 1978	80 dBA
16)	Any other motor vehicle manufactured after 1977, and before 1988	75 dBA
17)	Any other motor vehicle manufactured after 1987	70 dBA

4.3 Existing Conditions and Noise Issues in Colfax

The State Office of Planning and Research (OPR) Noise Element Guidelines require that major noise sources be identified and quantified by preparing generalized noise contours for current and projected conditions. Significant noise sources include traffic on major roadways and highways, railroad operations, airports and heliports, and representative industrial activities and fixed noise sources.

Noise modeling techniques, noise measurements and use of existing measurement data were used to develop generalized Ldn noise contours for the major roadways, railroads and fixed noise sources in the study area for existing conditions (Figure 4-4, Figure 4-5).

Noise modeling techniques use source-specific data including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations. Modeling methods have been developed for a number of environmental noise sources including roadways, railroad line operations, industrial plants and airports. Such methods produce reliable results as long as data inputs and assumptions are valid. The modeling methods used in this report closely follow recommendations made by the State Office of Noise Control, and were supplemented where appropriate by field-measured noise level data to account for local conditions. The noise exposure contours are based upon annual average conditions. Because local topography, vegetation or intervening structures may significantly affect noise exposure at a particular location, the noise contours should not be considered site-specific.

A community noise survey was conducted to describe existing noise levels in noise-sensitive areas within the Plan Area so that noise level performance standards could be developed to maintain an acceptable noise environment.

Roadways

The Federal Highway Administration (FHWA) Highway Traffic Noise Predication Model (FHWA-RD-77-108) was used to develop Ldn contours for all highways and major roadways in the Plan Area. The FHWA Model is the analytical method presently favored for traffic noise prediction by most state and local agencies, including Caltrans. The FHWA Model predicts hourly Leq values for free-flowing traffic conditions, and is generally considered to be accurate within 1.5 dB. To predict Ldn values, it is necessary to determine the hourly distribution of traffic for a typical 24-hour day and to adjust the traffic volume input data to yield an equivalent hourly traffic volume.

At various times throughout the Fall of 1997, noise levels were recorded in several locations in Colfax. Figure 4-6 shows the location of monitoring stations. Both peak hour and 24 hour levels were recorded in 15 minute samples with a 13 Bruel and Kjar (B&K) Model 166 noise classifier which was calibrated before each set of readings was taken.

Figure 4-4

Interstate 80 Noise Contours



Legend

72 dB at 50 feet ----

63 dB at 100 feet ——

59 dB at 400 feet — –

N

W E

S

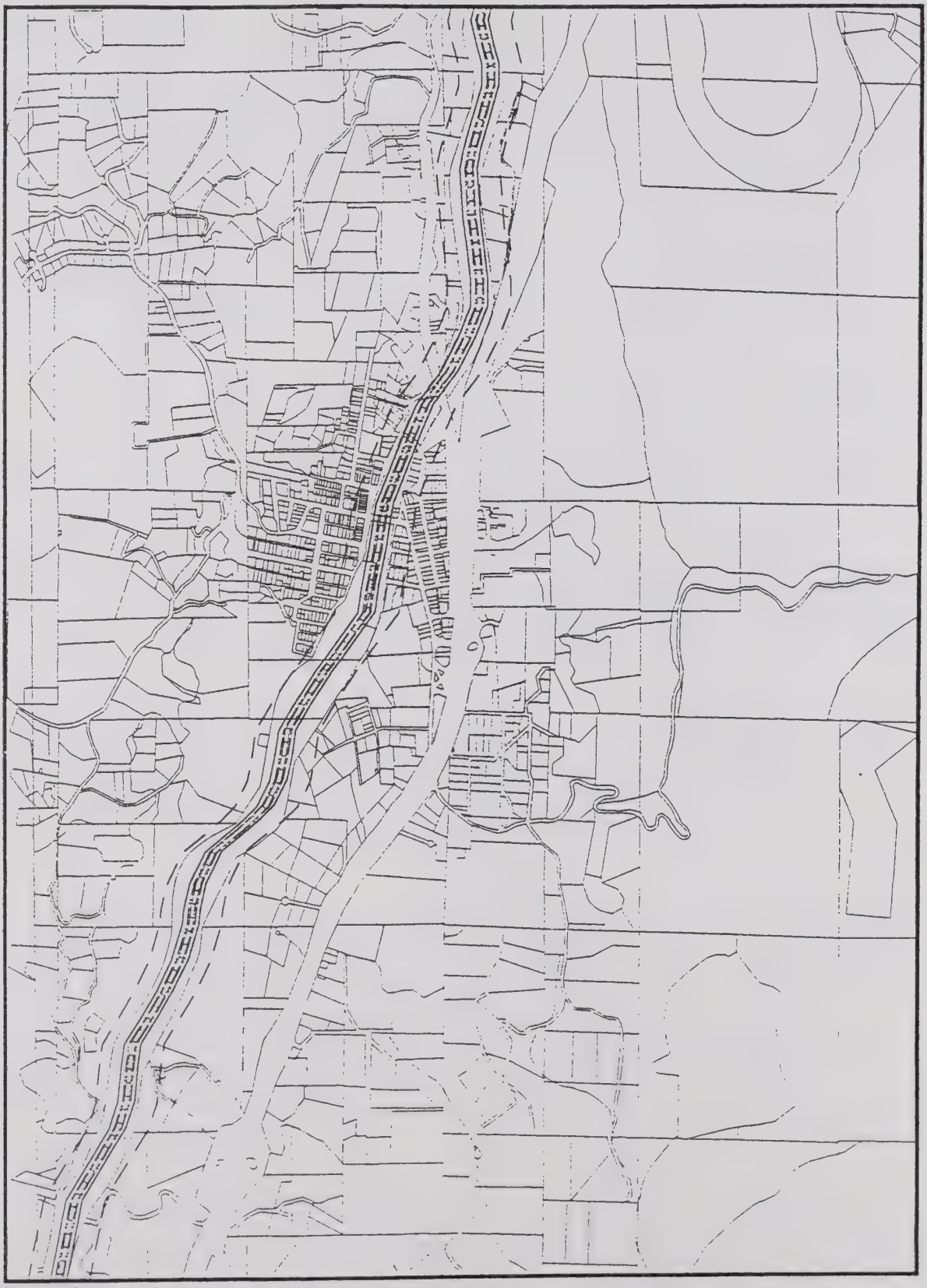
0 500 1000 2000 feet

Scale

Produced for California State University, Chico
in Cooperation with the Geographic Information Center
Cartography by Kent Johanns

Figure 4-5

Railroad Noise Contours



Legend

70 dB at 50 feet

65 dB at 100 feet

55 dB at 400 feet

Railroad

N

W E

S

0 500 1000 2000 feet

Scale

Produced for California State University, Chico
in Cooperation with the Geographic Information Center
Cartography by Kent Johanns

Figure 4-6
Noise Monitoring stations



Scale
0 1000 2000 feet
1 inch = 1000 feet

N
W E
S

Produced for California State University, Chico
in Cooperation with the Geographic Information Center
Cartography by Kent Johanns

The purpose of the traffic noise level measurements was to determine the accuracy of the FHWA model in describing the existing noise environment within the Plan Area. Noise measurement results were compared to the FHWA model results by entering the observed traffic volumes, speed and distance as inputs to the FHWA model. The results of the traffic noise measurements are summarized in Table 4-1.

Table 4-1
Comparison of FHWA Model To Measured Noise Levels

Location / Roadway	Distance (feet)	Measured Leq	Modeled Leq	Difference dB
North Main Street / Hwy 174	75	66	68	2
Placer Hills Road / I - 80	150	69	70	1
Auburn Street	50	63	63	0
Depot Street	25	63	62	-1
Church Street	50	63	63	0

Railroads

Railroad activity in the Plan Area includes freight and passenger activity on the eastbound and westbound Southern Pacific Transportation Company (SPTCo) tracks. With the merger of Union Pacific and Southern Pacific Railroads, potential increases in activity may occur.

SPTCo officials from the Roseville Dispatcher's Office report that approximately 8 freight and 4 passenger train operations per day occur on SPTCo tracks in the Plan Area. The freight trans are distributed equally on the eastbound and westbound tracks on a random basis throughout the day. Passenger train operations are scheduled to pass through the study area during daytime hours. Measurements taken on Auburn Street related to the rail line show a Ldn of 63 dB at 100 feet from the rail line and 60 dB at 200 feet from the tracks.

4.4 Noise Prediction Methodology

4.1.1 Traffic Noise

Highway Traffic Noise Prediction Model

The Federal Highway Administration *Highway Traffic Noise Prediction Model* (FHWA RD-77-108) is the preferred traffic noise prediction methodology. The CALVENO standardized noise emission factors must be used (published in FHWA-CA-TL-84/13, "California Vehicle Noise Emission Levels"). Any form of the FHWA Model may be used, such as manual calculation and versions for programmable calculators and computers,

including STAMINA.

Noise barrier insertion loss shall be calculated using the FHWA Model methodology. The effective center frequency of the noise sources shall be assumed to be 550 Hz. Source heights of 0, 2, and 8 feet above the roadway center line shall be assumed for autos, medium trucks and heavy trucks, respectively.

Noise Sensitive Receiver

Noise sensitive receiver locations are assumed to be the backyards of single-family dwellings, and the patios and balconies of multi-family dwellings. The exterior receiver height shall be assumed to be 5 feet above back yard or patio elevation for ground-floor receivers, and 4 feet above balcony elevation for upper-floor receivers. The exterior ground-floor receiver shall be placed 10 feet from the building facade. The exterior upper-floor receiver shall be placed midway from the building facade to the edge of the balcony, and a correction factor of +2 dB shall be applied to account for reflections from the building facade.

For multi-family developments, common outdoor activity areas are also considered to be noise sensitive receiver locations. The assumed exterior receiver height is 5 feet above ground level, and the assumed receiver location is normally in the center of the recreation area.

Traffic Noise Attenuation

Traffic noise attenuation with distance for ground level receivers should be consistent with an acoustically "soft" site, at 4.5 dB attenuation per doubling of distance. Noise attenuation for receivers and building facades at upper floors, and for receivers overlooking the roadway, should be consistent with an acoustically "hard" site, at 3 dB attenuation per doubling of distance. These assumptions may be modified on the basis of on-site noise measurements at proposed receiver locations and elevations.

Noise measurements for traffic noise analysis should include at least one 15-minute sample of daytime traffic noise levels (including the Leq value) under free-flowing traffic conditions, with a concurrent traffic count. Nighttime traffic noise levels may be estimated from 24-hour noise measurement data or published hourly traffic distribution data. For major arterials and highways, continuous hourly noise measurements over a 24-hour period are recommended to describe the effective day/night traffic distribution and to supplement the 15-minute sample(s). Noise measurement sites should be selected to represent proposed receiver locations and representative sound propagation conditions.

Traffic Volume

Existing traffic volume, truck mix and day/night distribution should be obtained from the City of Colfax, Placer County Department of Public Works or Caltrans as appropriate. Projected future traffic volume may be obtained from those agencies or the project traffic consultant. Traffic speed shall be assumed to be the posted or projected design speed, unless

shown otherwise by observation or noise measurements.

4.4.2 Railroad Noise

The preferred method of prediction railroad noise exposure is to calculate Ldn values at the proposed receiver locations based upon on-site single event and cumulative noise level measurements, assuming noise attenuation of 4.5 dB per doubling of distance for all receiver elevations. Alternative methods include the "Simplified Procedure for Developing Railroad Noise Exposure Contours," prepared by Jack W. Swing of the California Office of Noise Control, and the more detailed procedures prescribed in the *Assessment of Noise Environments Around Railroad Operations*, Wyle Research Report No. WCR 73-5.

Day/night distribution of railroad freight operations may be assumed to be uniform over a 24-hour day, unless otherwise indicated by noise measurements or information from the railroad company. Passenger train operations should be distributed according to the published schedules. The numbers and distribution of freight operations may be obtained from the railroad company dispatcher.

Railroad noise measurements should include a representative number of single event noise levels from freight and passenger operations. Noise levels recorded over a 24-hour period are normally sufficient. The data collected should include the Sound Exposure Level (SEL) and maximum sound level (Lmax) due to the passage of the train, and a notation of whether a warning horn or whistle was used. The noise levels due to bells at rail crossings should also be described.

4.5 Techniques for Noise Control

Any noise problem may be considered as being composed of three basic element:

- the noise source
- a transmission path
- a receiver

Local control of noise sources is practical only with respect to fixed sources (e.g. industrial facilities, outdoor activities, etc.), as control of vehicular sources is generally preempted by federal or state law. Control of fixed noise sources is usually best obtained by enforcement of a local noise control ordinance. The emphasis of noise control in land use planning is therefore placed upon acoustical treatment of the transmission path and the receiving structures. The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. The problem should be defined in terms of appropriate criteria, the location of the sensitive receiver (inside or outside), and when the problem occurs (daytime or nighttime). Noise control techniques should then be selected to provide an acceptable noise environment for the receiving property while remaining consistent with local aesthetic standards and practical structural and economic limits. Fundamental noise control techniques include the following:

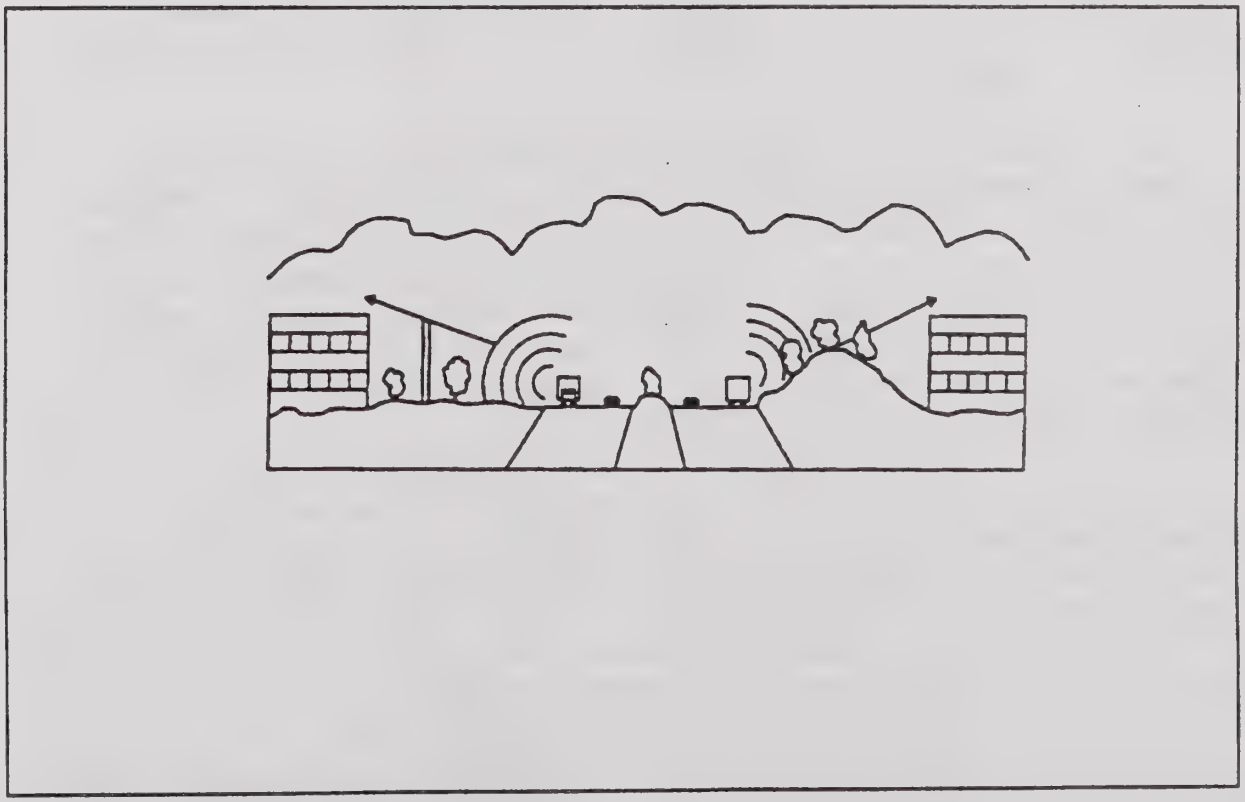
Use of Setbacks

Noise exposure may be reduced by increasing the distance between the noise source and receiving use. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, etc. The available noise attenuation from this technique is limited by the characteristics of the noise source, but is generally 4 to 6 dB per doubling of distance from the source.

Use of Barriers

Shielding by barriers can be obtained by placing walls, berms or other structures, such as buildings, between the noise source and the receiver. The effectiveness of a barrier depends upon blocking line-of-sight between the source and receiver, and is improved with increasing the distance the sound must travel to pass over the barrier as compared to a straight line from the source to receiver (Figure 4-7). The difference between the distance over a barrier and a straight line between the source and receiver is called the "path length difference," and is the basis for calculating barrier noise reduction.

Figure 4-7
Noise Barriers



Barrier effectiveness depends upon the relative heights of the source, barrier and receiver. In general, barriers are most effective when placed close to either the receiver or the source. An intermediate barrier location yields a smaller path length difference for a given increase in barrier height than does a location closer to either source or receiver.

For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. To ensure that sound transmission through the barrier is insignificant, barrier mas should be about 4 lbs./square foot, although a lesser mass may be acceptable if the barrier material provides sufficient transmission loss in the frequency range of concern. Satisfaction of the above criteria requires substantial and well-fitted barrier materials, placed to intercept line of sight to all significant noise sources. Earth, in the form of berms or the face of a depressed area, is also an effective barrier material.

The attenuation provided by a barrier depends upon the frequency content of the source. Generally, higher frequencies are attenuated (reduced) more readily than lower frequencies. This results because a given barrier height is relatively large compared to the shorter wavelengths of high frequency sounds, while relatively small compared to the longer wavelengths of the low frequency sounds. The effective center frequency for traffic noise is usually considered to be 550 Hz. Railroad engines, cars and horns emit noise with differing frequency content, so the effectiveness of a barrier will vary for each of these sources. Frequency analysis are necessary to properly calculate barrier effectiveness for noise from sources other than highway traffic.

There are practical limits to the noise reduction provided by barriers. For highway traffic noise, a 5 to 10 dB noise reduction may often be reasonably attained. A 15 dB noise reduction is sometimes possible, but a 20 dB noise reduction is extremely difficult to achieve. Barriers can be provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall will provide up to 3 dB additional attenuation over that attained by a solid wall alone, due to the absorption provided by the earth. Berm/wall combinations offer slightly better acoustical performance than solid walls, and are often preferred for aesthetic reasons.

Another form of barrier is the use of a depressed noise source location, such as depressed loading areas in shopping centers or depressed roadways. The walls of the depression serve to break line-of-sight between the source and receiver, and will provide absorption if left in earth or vegetative cover.

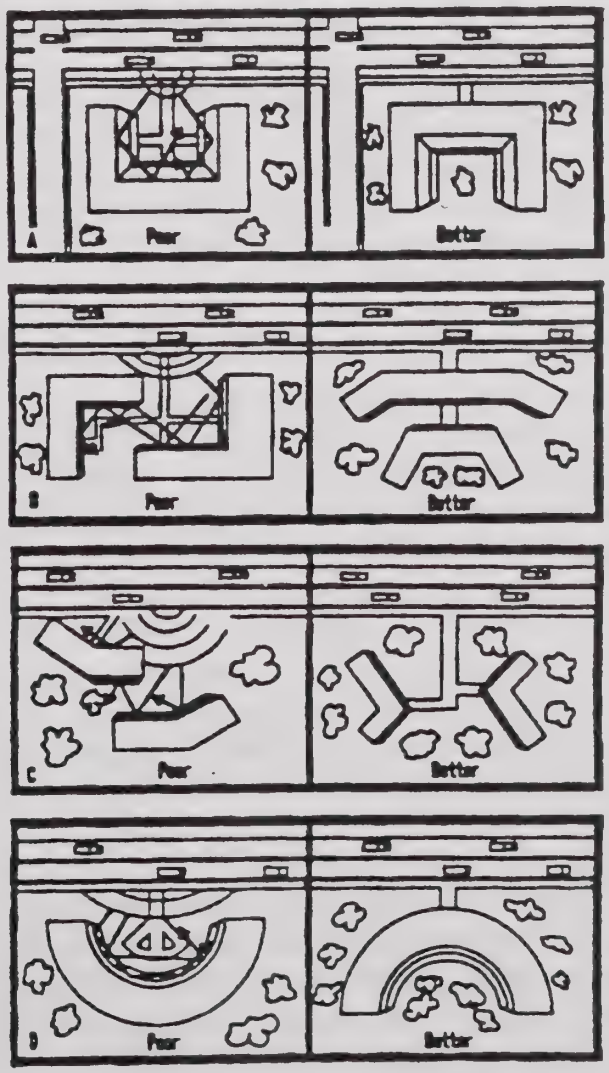
Site Design

Buildings can be placed on a project site to shield other structures or areas, to remove them from noise-impacted areas, and to prevent an increase in noise level caused by reflections. The use of one building to shield another can significantly reduce overall project noise control costs, particularly if the shielding structure is insensitive to noise. As an example, carports or garages can be used to form or complement a barrier shielding adjacent dwellings or an outdoor activity area. Similarly, one residential unit can be placed to shield

another so that noise reduction measures are often needed for only the building closest to the noise source. Placement of outdoor activity areas within the shielded portion of a building complex, such as a central courtyard, can be an effective method of providing a quiet retreat in an otherwise noisy environment. Patios or balconies should be placed on the side of a building opposite the noise source, and "wing walls" can be added to buildings or patios to help shield sensitive uses.

Where project design does not allow using buildings or other land uses to shield sensitive uses, noise control costs can be reduced by orienting buildings with the narrow end facing the noise source, reducing the total area of the building requiring acoustical treatment. Some examples of building orientation to reduce noise impacts are shown in Figure 4-8.

Figure 4-8
Building Orientation



Another option in site design is the placement of relatively insensitive land uses, such as commercial or storage areas, between the noise source and a more sensitive portion of the project. Examples include development of a commercial strip along a busy arterial to block noise affecting a residential area, or providing recreational vehicle storage or travel trailer parking along the noise-impacted edge of a mobile home park. If existing topography or development adjacent to the project site provides some shielding, as in the case of an existing berm, knoll or building, sensitive structures or activity areas may be placed behind those features to reduce noise control costs.

Site design should also guard against the creation of reflecting surfaces which may increase on-site noise levels. For example, two buildings placed at an angle facing a noise source may cause noise levels within that angle to increase by up to 3 dB. The open end of "U"-shaped buildings should point away from noise sources for the same reason. Landscaping walls or noise barriers located within a development may inadvertently reflect noise back to a noise-sensitive area unless carefully located (Figure 4-9). Avoidance of these problems while attaining an aesthetic site design requires close coordination between local agencies, the project engineer and architect, and the noise consultant.

Another important aspect of site design is avoiding the creation of noise problems at adjacent noise-sensitive properties. For example, air conditioning units should not be placed adjacent to living areas of adjoining residences unless adequate shielding is provided. Swimming pools and outdoor activity areas such as "tot lots" should be located away from adjoining residences, or should be adequately shielded.

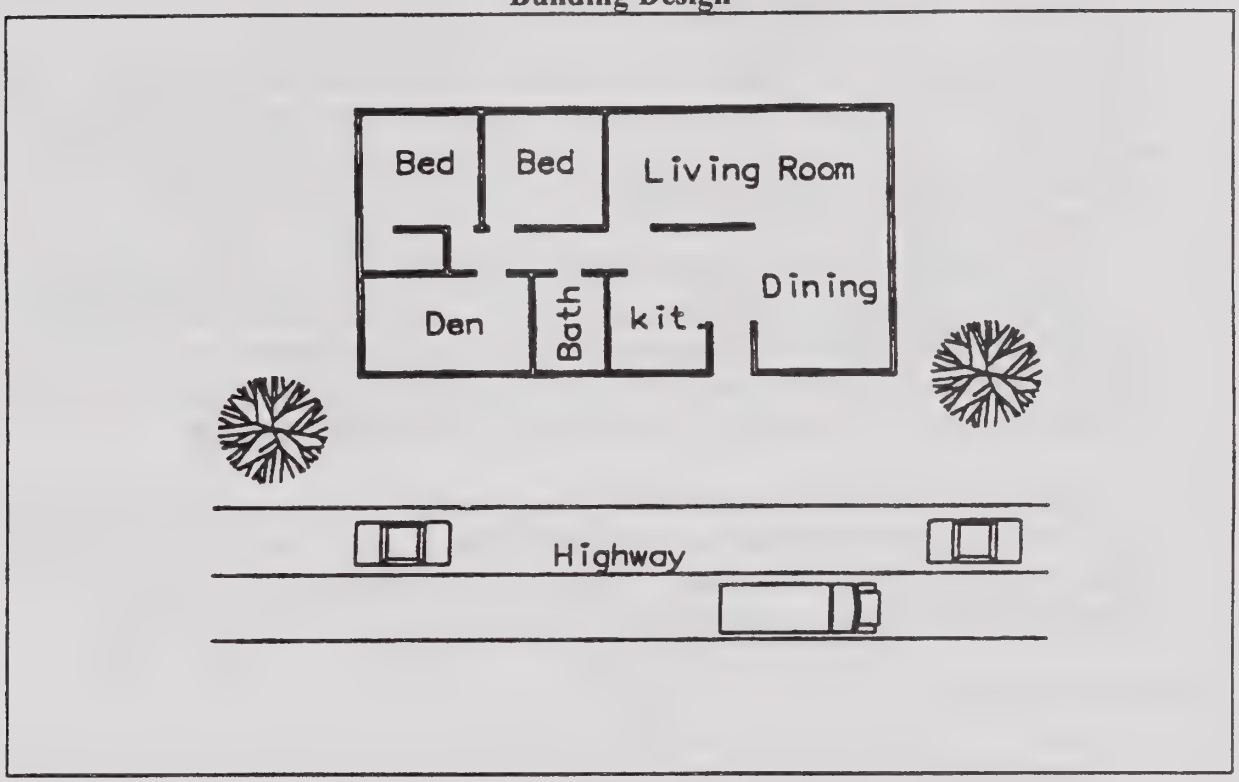
Building Design

When structures have been located to provide maximum noise reduction by barriers or site design, noise reduction measures may still be required to achieve an acceptable interior noise environment. The cost of such measures may be reduced by placement of interior dwelling unit features. For example, bedrooms, living rooms, family rooms and other noise-sensitive portions of a dwelling can be located on the side of the unit farthest from the noise source (Figure 4-10).

Bathrooms, closets, stairwells and food preparation areas are relatively insensitive to exterior noise sources, can be placed on the noisy side of a unit. When such techniques are employed, noise reduction requirements for the building facade can be significantly reduced, although the architect must take care to isolate the noise impacted areas by the use of partitions or doors.

In some cases, external building facades can influence reflected noise levels affecting adjacent buildings. This is primarily a problem where high-rise buildings are proposed, and the effect is most evident in urban areas, where an "urban canyon" may be created. Bell-shaped or irregular building facades and attention to the orientation of the building can reduce this effect.

Figure 4-9
Building Design



Noise Reduction by Building Facades

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building facades. Standard residential construction practices provide 12-15 dB noise reduction for building facades with open windows, and 20-25 dB noise reduction when windows are closed. Thus a 20 dB exterior-to-interior noise reduction can be obtained by the requirement that building design include adequate ventilation systems, allowing windows on a noise-impacted facade to remain closed under any weather condition.

Where greater noise reduction is required, acoustical treatment of the building facade is necessary. Reduction of relative window area is the most effective control technique, followed by providing acoustical glazing (thicker glass or increased air space between panes) in low air infiltration rate frames, use of fixed (non-movable) acoustical glazing or the elimination of windows. Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double- or staggered- stud walls, or mounting interior walls on resilient channels. Noise control for exterior doorways is provided by reducing door area, using solid-core doors, and by acoustically sealing door perimeters with suitable gaskets. Roof treatments may include the use of plywood sheathing under roofing materials.

Standard energy-conservation double-pane glazing with an 1/8" or 1/4" air-space is not considered acoustical glazing, as its sound transmission loss for some noise sources is actually less than that of single-pane glazing.

Whichever noise control techniques are employed, it is essential that attention be given to installation of weatherstripping and caulking of joints. Openings for attic or subfloor ventilation may also require acoustical treatment; tight-fitting fireplace dampers and glass doors may be needed in aircraft noise-impacted areas.

Design of acoustical treatment for building facades should be based upon analysis of the level and frequency content of the noise source. The transmission loss of each building component should be defined, and the composite noise reduction for the complete facade calculated, accounting for absorption in the receiving room. A one-third octave band analysis is a definitive method of calculating the A-weighted noise reduction of a facade.

A common measure of transmission loss is the Sound Transmission Class (STC). STC ratings are not directly comparable to A-weighted noise reduction, and must be corrected for the spectral content of the noise source. Requirements for transmission loss analysis are outlined by Title 24 of the California Code of Regulations.

Use of Vegetation

Trees and other vegetation are often thought to provide significant noise attenuation. However, approximately 100 feet of dense foliage (so that no visual path extends through the foliage) is required to achieve a 5 dB attenuation of traffic noise. Thus the use of vegetation as a noise barrier should not be considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

Vegetation can be used to acoustically "soften" intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance. Planting of trees and shrubs is also of aesthetic and psychological value, and may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels will be largely unaffected. It should be noted, however, that trees planted on the top of a noise control berm can actually slightly degrade the acoustical performance of the barrier. This effect can occur when high frequency sounds are diffracted (bent) by foliage and directed downward over a barrier.

In summary, the effects of vegetation upon noise transmission are minor, and are primarily limited to increased absorption of high frequency sounds and to reducing adverse public reaction to the noise by providing aesthetic benefits.

Sound Absorbing Materials

Absorptive materials such as fiberglass, foam, cloth and acoustical tiles or panels are used to reduce reflections or reverberation in closed spaces. Their use in exterior

MAR 1992
CITY OF COLFAX

CITY OF COLFAX

HILLSIDE DEVELOPMENT GUIDELINES

Statement of Intent:

These guidelines have been prepared to assist the development community by providing the preferences of the City of Colfax for the use of and design parameters for development of sloped property. The City encourages adherence to these guidelines; however, deviation may be approved by the City if, in the opinion of the City, reasonable and justifiable alternatives are proposed.

environmental noise control may reduce reflections between parallel noise barriers or other reflective surfaces. Maintenance of absorptive materials used outdoors may be difficult, as most such materials are too easily damaged by sunlight and moisture. Their application as an outdoor noise control tool is limited to special cases where the control of reflected noise is critical and where the material is sufficiently durable.

4.6 Noise Issues

The following issue and concern identified by the Planning Commission need to be addressed:

- The railroad and Interstate 80 bisect the City creating a continual objectionable noise source.

4.7 Findings

The following findings are to the above issues and concerns:

- Objectionable noise from transportation facilities can have a significant potential for impact on public health and welfare.
- Future development along railroad lines and highways could cause significant noise problems.
- Some land uses in Colfax are not currently compatible with existing noise levels and activities, i.e. residential land uses along the railroad.

4.8 Noise Goals, Policies and Implementation Measures

Goals 4.8.1 Prevent and minimize noise sources to ensure the health and safety of the City's residents and visitors.

Policy 4.8.1.1 Reduce outdoor noise levels in existing residential areas where economically and aesthetically feasible.

Policy 4.8.1.2 Correct or prevent point source noises that have been demonstrated to be annoying to near by residents.

Implementation Measures

4.8.1.A Actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

4.8.1.B Periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing

conditions within the community and with noise control regulations or policies enacted after the adoption of this Element.

Goal 4.8.2 Ensure that new development conforms to City noise level standards.

Policy 4.8.2.1 Locate new noise sensitive land uses away from noise sources unless mitigation measures are included in development plans.

Policy 4.8.2.2 Plan and design new streets or other public facilities to minimize noise in adjacent areas.

Implementation Measures

4.8.2A Establish buffer areas between sensitive land uses and noise sources.

4.8.2.B Require noise mitigation measures when new residences are built in proximity to major transportation facilities.

4.8.2.C Establish noise analysis procedures in the project review and building permit process.

4.8.2.D Develop and utilize procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review and building permit processes.

4.8.2.E Enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).

4.8.2.F Locate recreational activities that have a potential to cause excessive noise away from noise sensitive land uses.

CHAPTER 5
COMMUNITY DESIGN

COMMUNITY DESIGN ELEMENT

5.1 Authority and Purpose

While the Community Design Element is not a required element, State Law (Government Code Section 65303) allows other elements to be included within the General Plan that will promote the well planned growth of the designated area.

> "The general plan may include any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the county or city."

This element provides an overview of the City of Colfax and seeks to maintain and enhance the community's existing character and preserve the cultural and historical resources which make Colfax a desirable place to live.

This element suggests ways to preserve the characteristics that have made Colfax a quality place to live. Preserving these qualitites will provide a link with the past and preserve what is important for the future.

This element is comprised of three sections. Each section is designed to maintain and enhance the desirable characteristics of Colfax. Community Character addresses the positive physical appearance of the community. Community Design presents specific design guidelines to maintain and promote positive physical qualitites of the community. Lastly, Historic Preservation identifies the historic features and cultural heritage of Colfax and sets measures to preserve historic areas.

5.2 The Design Element

5.2.1 Introduction

In March 1998 the Colfax City Council amended Colfax Municipal Code section 2-2.303 to expand the scope and power of the City Design Review Commission and the City Historic Design Review Committee. These two bodies were unified into the Design Review Commission. The duties of the Design Review Commission are as follows:

- review and recommend approval, modification or denial of all proposed developments requiring qualified aesthetic and architectural judgement to the end that the general appearance of all proposed developments shall preserve or enhance the physical environment and character of the City;
- serve as the Design Review Commission;
- cooperate and assist other City Boards, Commissions, departments and staff to insure that public projects within the City, such as parks and recreation facilities,

historical interpretive facilities, signage, streets and other public buildings, including recreation or cultural facilities, have the benefit of Design Review Commission review and assessment;

- as directed by the Council, or as requested by the Planning Commission or other boards and commissions, with Council approval, develop such architectural and landscape guidelines as may be adjudged and appropriate for:

  a) Public and private structures, (excluding existing independent one or two family homes), signs and landscaping,

  b) Specific larger-scale developments such as industrial parks, shopping centers, mixed use planned developments, or housing subdivisions,

  c) All structures in "Special Historic Preservation Areas"..

5.2.2 Purpose

The purpose of Design Guidelines is to foster good design, provide a feeling of civic pride, encourage investment, and to improve the area's economic vitality.

Most U.S. cities have traditionally relied on zoning to guide the physical character of the community. Although zoning has adequately regulated the types and locations of land uses, it usually does not address the quality or appearance of development related to such land uses. Visual design guidelines encompass all the physical elements which make up the city and its natural setting. They include the visual quality of the entire city, as well as development patterns of specific areas. Design guidelines will help determine how Colfax will look in the future, how it will function as a community, ensuring it is attractive and liveable.

The Community Design Element has been prepared to lend itself to establishing a set of design guidelines for use by property owners undertaking rehabilitation, renovation and new construction projects, for business owners engaging in storefront improvements, for city officials and staff involved in reviewing development applications, and for the general public interested in furthering their understanding of the fundamental design characteristics that make up the historic character in the Historical Design Control District. This element and design criteria are intended to be just that — an educational guide to compatible and image-enhancing building improvements and development in the City of Colfax.

Design review is applicable to building exteriors only. It should be remembered, however, that most every exterior change, modification and addition to an existing building of any type requires a building permit. This includes many minor alterations such as removal of stairs or window changes to all aspects of major building renovation projects. It's important to remember that all signage changes and additions also require a city permit. Whenever a building or sign permit is required, the criteria established by the Design Review Commission, applicable ordinances, and this element shall apply.

A glossary of technical terms used throughout this document is presented at the end of this element for assistance in understanding architectural and design guideline terminology.

5.3 Community Character

The City of Colfax is a small community in Placer County. Colfax is bisected by the Union Pacific Railroad and Interstate 80, both major transportation routes from California to the eastern United States. Much of the agricultural export from California travels east by highway and rail through the City. Although some mining, logging, and fruit growing and packing did take place in the vicinity, the main item of historical significance has been the railroad. The impact of the railroad can still be seen in the alignment of Main Street with the railroad tracks.

As Colfax continues to grow, challenges to maintain the community's historic character will increase. The appeal of this community is created by numerous positive attributes that form its identity. These attributes include its historic development, close ties to rail and auto transportation, and small town atmosphere. The community character should be maintained by preserving the special qualities that form the foundation of Colfax.

The City's character begins in the historic downtown commercial and residential area and radiates out to encompass the entire community. However, recent commercial developments in the commercial highway zone have strayed from traditional building materials and design features that have created the look and feel of this city. It is important to link the more recent growth with the character of the existing community architecturally, as well as physically.

5.3.1 City Form

Although the City has been divided into three distinct sections by the railroad and Interstate 80, Colfax has been able to maintain a relatively compact urban form. The City has developed and evolved around the downtown Historical Design Control District along Main Street, between Depot Street and Church Street. This downtown area is the geographical heart of the urban area and has traditionally been the focal point for the community. The highway commercial district adjacent to Auburn Street and Canyon Way are located east of the historic downtown. These areas are dependent upon and cater to thoroughfare traffic and encourage centers for retail, commercial, and other highway-related activities.

To maintain the rural character of Colfax, future growth and development should be orderly and promote a strong urban form. This urban form should reinforce the historic characteristics of the City and maintain the downtown area as the focal point.

5.3.2 Gateways

Gateways are distinct entrances into a city or region. When formed by strong building edges, signs, landscaping, or other design elements, they help create a special sense of arrival and departure from an area and promote a sense of place for a community. A gateway location will gradually change over time as the urban area develops. The purpose of the gateway however, is constant. The gateway welcomes the visitor and resident into the community and provides a lasting image upon departure.

Three gateway entrances into Colfax are described below. The character of each entrance and the purpose of each roadway is distinct. The reasons people use these corridors also varies.

Freeway Corridor

Colfax is bisected by Interstate 80, a major transportation route connecting California to the Rocky Mountains. Freeway interchanges and corridors often create the first impression of a city for visitors. This gateway provides a transition from a high paced highway to a calmer environment. Buildings and signs located along the Interstate 80 corridor should take into consideration the view of drivers from the freeway. It is important that travelers on Interstate 80 take notice of this gateway as an invitation into Colfax.

Main Street and Highway 174

Main Street begins at Highway 174, enters the City from the north, and leads into Historic Colfax and the downtown area. Highway 174 provides access to neighboring communities such as Grass Valley and Nevada City, as well as provides a link between Highway 20 and Interstate 80. The Main Street/Highway 174 intersection offers the City the chance to create a gateway to attract visitors using Highway 174 into the downtown area, which can be done with features such as signs, landscaping, and road improvements.

Auburn Street and Highway 174

Highway 174 terminates at its intersection with Auburn Street. This gateway provides access into the highway commercial zone along Interstate 80 and Auburn Street and is located southwest of the historic downtown. The natural forest setting along Highway 174 is quickly replaced by residential and commercial land uses. The abrupt transition develops a strong city edge and there is a clear distinction between the rural natural environment and urban form.

5.3.3 Downtown Revitalization

The downtown business area is in the heart of the historic portion of the city. An economically strong downtown is necessary to maintain unity and pride in the community. The downtown should continue its revitalization efforts in order to produce a strong and self-sufficient city. Promoting the historic attributes of the downtown should be part of any revitalization effort.

5.3.4 Continuity and Compatibility

There is currently a polarization being created by the newer developments in Colfax. The new developments do not have the feel or the appearance of the older parts of town. There is a need to link these new areas to the City. It is important that new commercial and residential growth blend in with the feel and character of Colfax.

In order for new development to blend in with the character of the existing City, several qualities must be incorporated into site design. The following principals were developed to guide the development of the General Plan and in particular the Community Design Element.

- Neighborhoods must maintain a human scale, and streetscapes and sidewalks should welcome the pedestrian.
- New housing must be diverse in design and character.
- Developments must focus on design features and historic characteristics that are positive attributes in Colfax.
- Developments must maintain established street patterns and provide pedestrian linkages using sidewalks, bikeways and trails.
- Development must enhance the natural environment and resources within the City by the establishment of trails and other recreation facilities.

5.4 Community Design Guidelines

The purpose of establishing design guidelines for the City of Colfax is to retain the rural, mountain feeling of the City during a period of growth and significant increase in density. This section proposes specific design and architectural qualities that create an attractive urban environment. The Design Guidelines contained in this section will be utilized by the City during review of development proposals. Through the implementation of these guidelines the City will promote visual qualities in site development, building design, and landscaping that will enhance the City's appearance.

5.4.1 Design Review General Conditions

5.4.1.1 All conditions of a use permit shall be complied with prior to the approval of occupancy.

5.4.1.2 The development or use by the developer of any activity or structure authorized by a use permit shall constitute acceptance of all of the conditions and obligations imposed by the City on this permit. The developer by said acceptance waives any challenge as to the validity of these conditions.

5.4.1.3 The location of buildings and structures shall substantially conform to final 'approved' Exhibits, unless amended.

5.4.1.4 The elevations of all buildings and structures shall substantially conform to finally 'approved' Exhibits, unless amended by a major modification or minor modification. The final building plans submitted with the building permit application shall clearly indicate all building materials and colors to be used in construction.

5.4.1.5 All modifications in the final design or materials and colors for building and masonry walls will be subject to review by the Design Review Commission. Any request for a minor modification shall be made to the Planning Director in writing and shall be accompanied by three copies of any plans reflecting the requested modifications.

5.5 General Guidelines for Design

The building design must have a clear architectural concept which is carried throughout all elevations to achieve continuity of design.

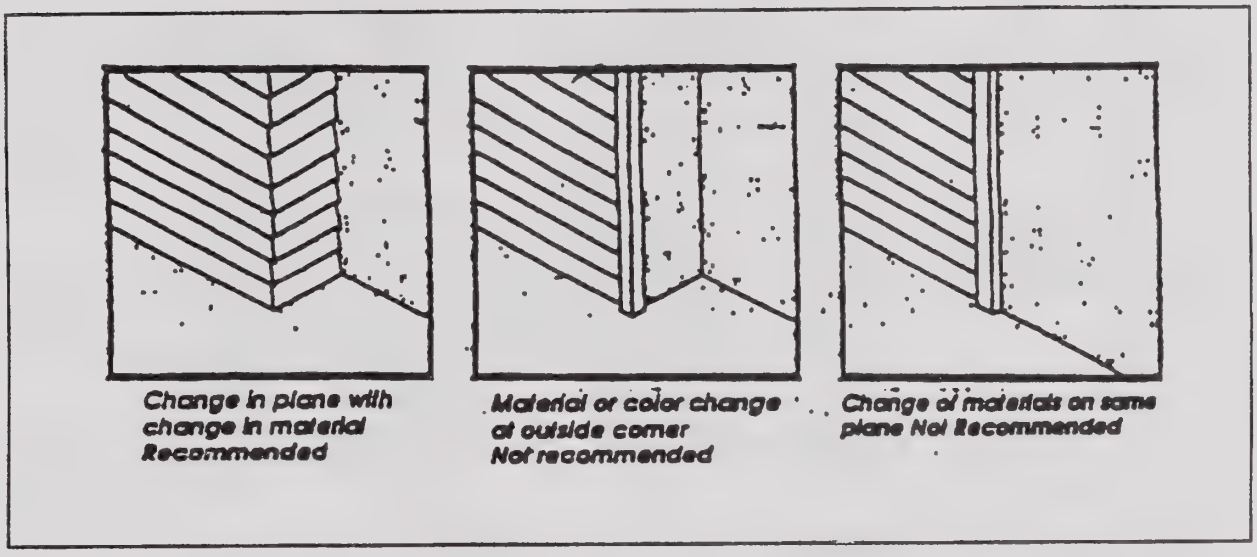
5.5.1 Development must relate to the needs of the greater Colfax community, as well as the needs of passing traffic.

5.5.2 Design of the building incorporates articulation and details to create architectural interest.

5.5.3 Site design must take full advantage of views, creeks, or any other natural asset provided by the property in question.

5.5.4 Materials or textures must wrap around the side of the building and not end abruptly (Figure 5-1).

Figure 5-1
Building Material



5.5.5 Building texture is used to create interest and compliment a feature or concept.

5.5.6 Buildings should be oriented as to provide for landscaping and aesthetic value for passing traffic.

5.5.7 Site plan shall take into consideration landscaping and existing vegetation.

5.5.8 Site plan, elevations, textures and colors shall take into consideration the character of surrounding buildings and development.

5.5.9 Signage shall be consistent in size, materials, location, and color with surrounding development.

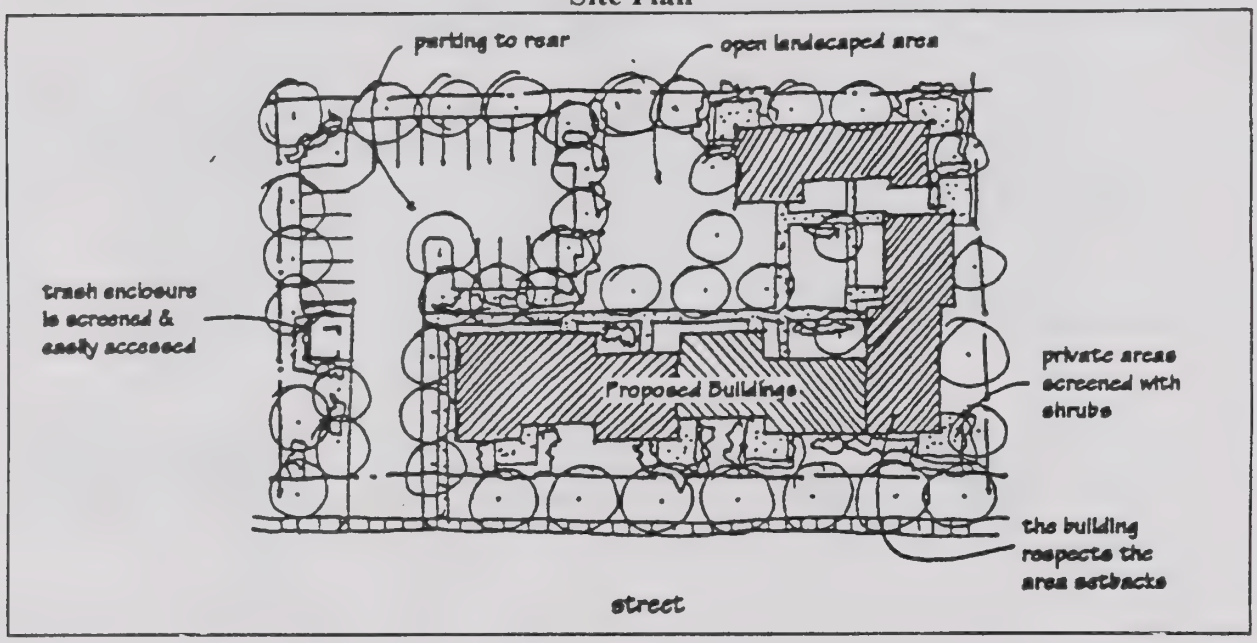
5.5.10 Exterior lighting shall be directed inward and onto the site.

5.5.11 Parking should be to the side or rear of buildings when possible (Figure 5-2).

5.5.12 All service areas are to be screened from passing traffic and customers, access to parking areas should provide minimum congestion to all frontage roads (Figure 5-2).

5.5.13 Site plan shall indicate pedestrian and bicycle linkage to adjacent properties.

Figure 5-2
Site Plan



5.6 Street Design Guidelines

Future roadways should maintain historic patterns and design. The character of the community is enhanced by providing streetscapes that invite pedestrians and encourage residents to walk within the community. Design improvements offer the opportunity for increased bicycle and pedestrian use. Design improvements should comply with the following:

5.6.1 Cul-de-sacs and circular street patterns are discouraged unless absolutely necessary.

5.6.2 Create street patterns that are pedestrian in scale.

5.6.3 Streets should include appropriate streetscape improvements.

5.6.4 Continuous and consistent tree planting will be used to form a canopy enclosure.

5.6.5 Create street patterns that are easily accessible to bicycles or develop bike lanes.

5.7 Residential Site Design

The design of housing units should include various traditional building concepts that create a friendly, small town atmosphere. New developments should add to the culture and character of Colfax.

5.7.1 Developments should provide architectural variation through the design of

5.7.2 New development should be compatible and complimentary to existing development, particularly with regard to aspects of historic design. Residential housing characteristics should reflect architectural features common during 1875 to 1950.

5.7.3 Houses should be located toward the minimum front lot line setback.

5.7.4 Detached and rear access garages are encouraged.

5.7.5 Garage doors should not be the focal point of house design.

5.7.6 Front doors and porches should be the most prominent aspect of house design.

5.8 Commercial/Business Site Design

Businesses should be designed to attract customers and encourage people to come to a specific area.

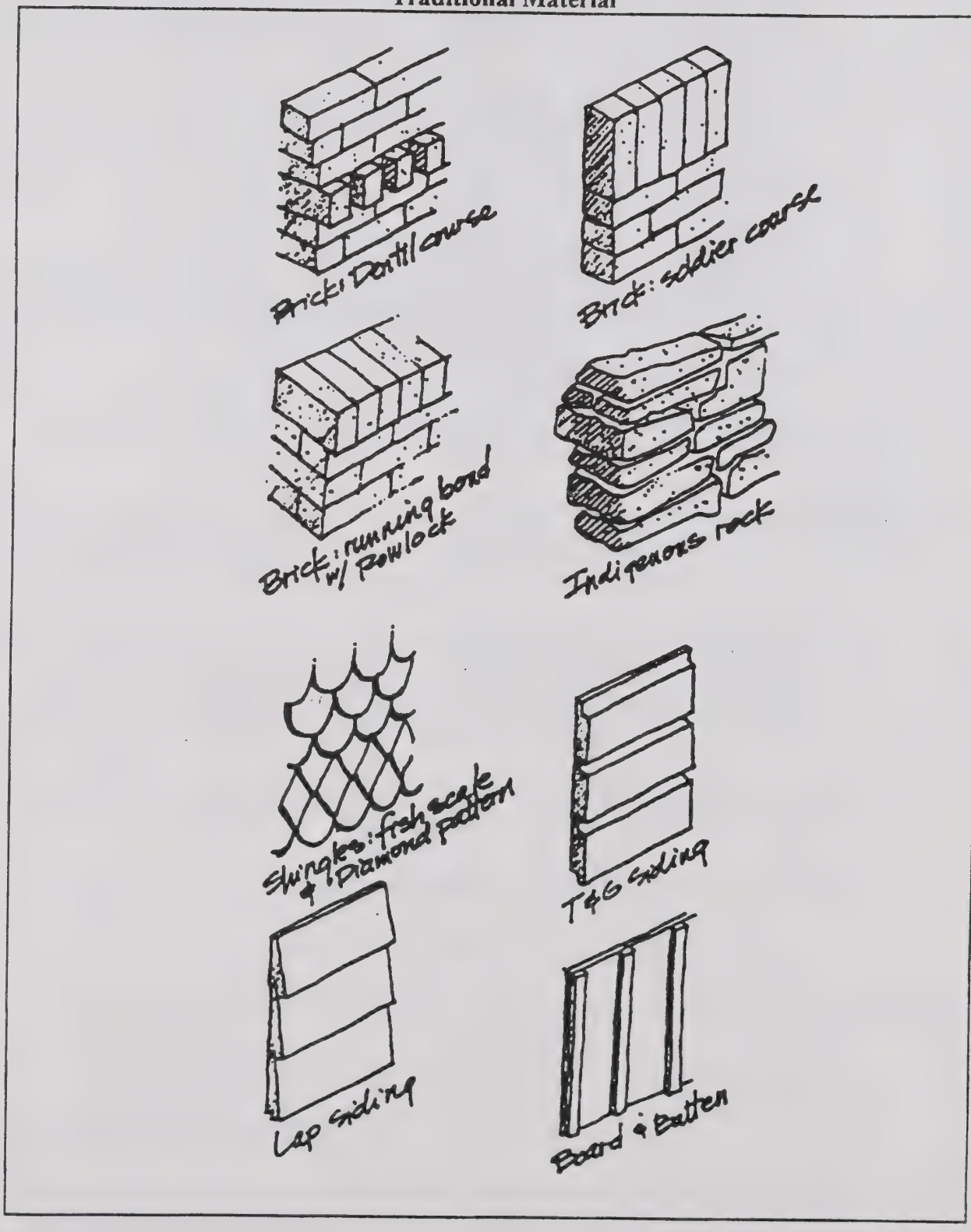
The storefront is one of the essential elements in the design of a building. It is important that the storefront is treated as a focal point of the structure. In the historic downtown area, the historical look of the buildings is desirable and appealing.

5.8.1 Maintain the community's character and appearance through the use of traditional materials and building styles (Figure 5-3). Commercial development characteristics should reflect architectural features and building materials and building colors common during 1875 to 1920.

5.8.2 Utilize historic design features and colors. The Design Review Commission has established appropriate historic building colors.

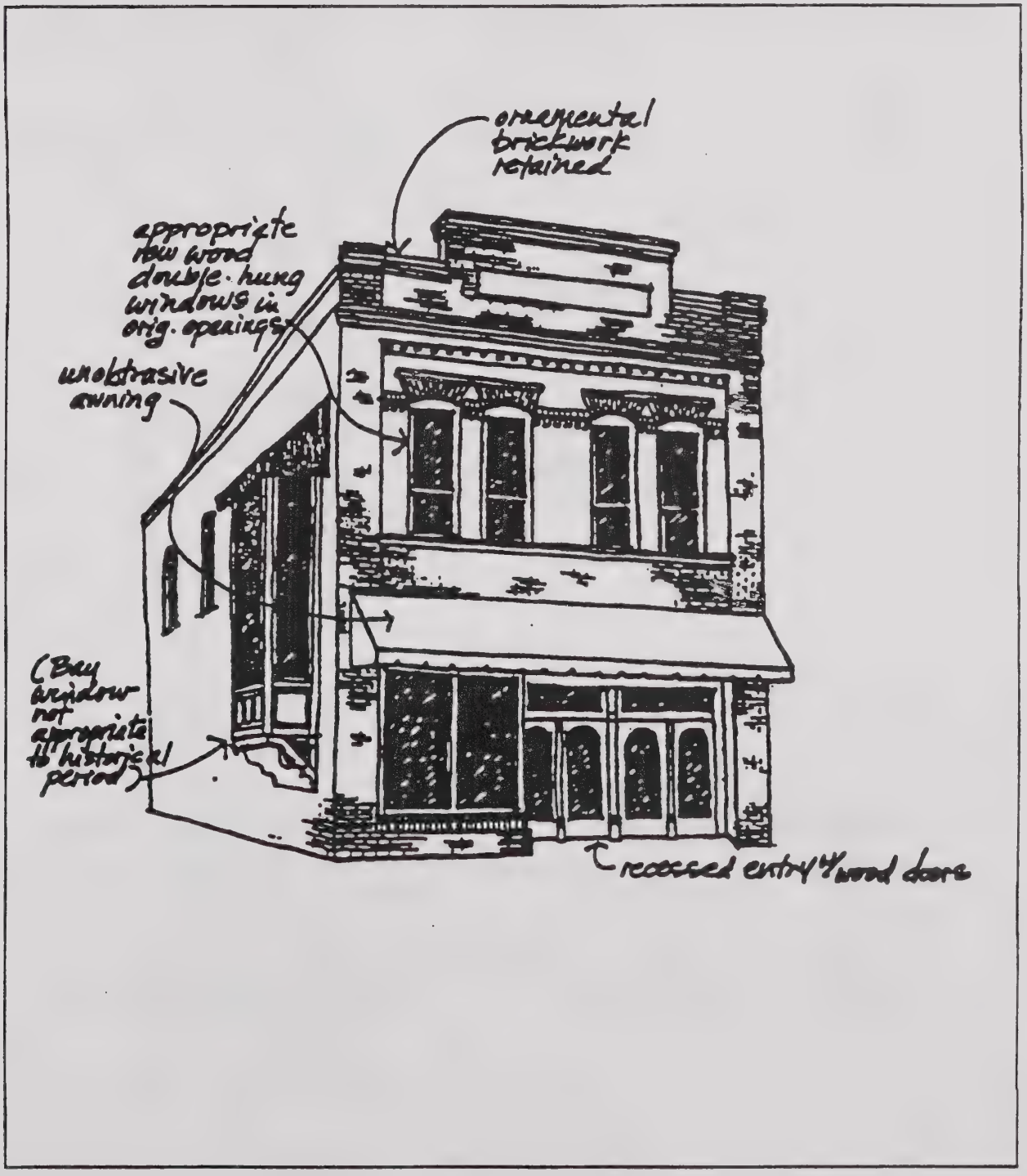
5.8.3 Maintain pedestrian scale in the downtown area.

Figure 5-3
Traditional Material



5.8.4 Articulate the different parts of the building's facade by use of color arrangement of facade elements or change in materials (Figure 5-4).

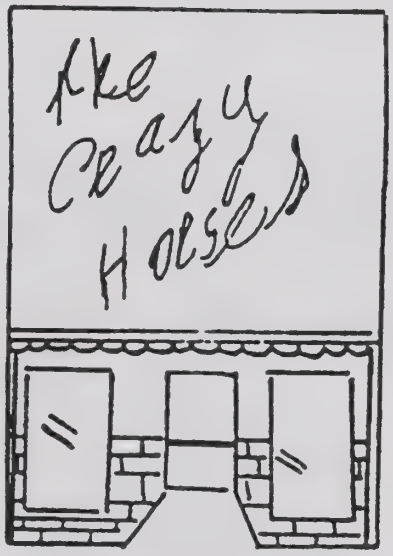
Figure 5-4
Building Facade



5.5.5 Avoid blank walls. Utilize windows, wall articulation, or other such features. (Figure 5-5)

Figure 5-5

BEFORE



Simulation of second floor.

Inappropriate Size of the Signage.

Mix of Materials; in this case, stucco and brick.

AFTER



Restoration of the cornice.

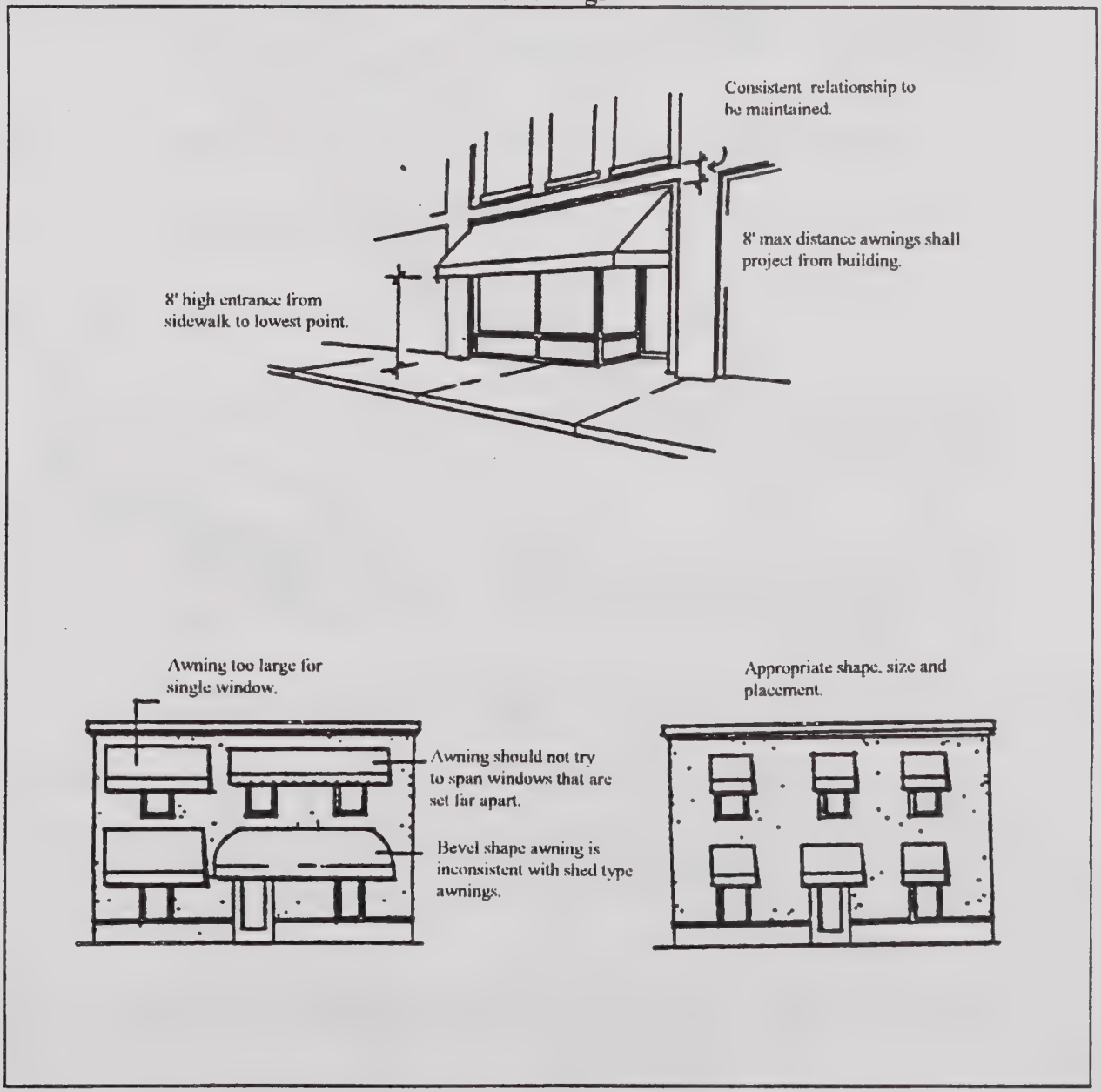
Uncover windows of the second floor.

Use of stucco on the first floor.

5.8.6 Awnings can be an important feature of a building. Awnings add color and break up the vertical look of a facade, as well as provide protection from the weather. Awnings are encouraged in building construction (Figure 5-6).

5.8.7 The size, shape, and color of an awning should be compatible with the rest of the structure and adjacent development (Figure 5-6).

Figure 5-6
Awnings



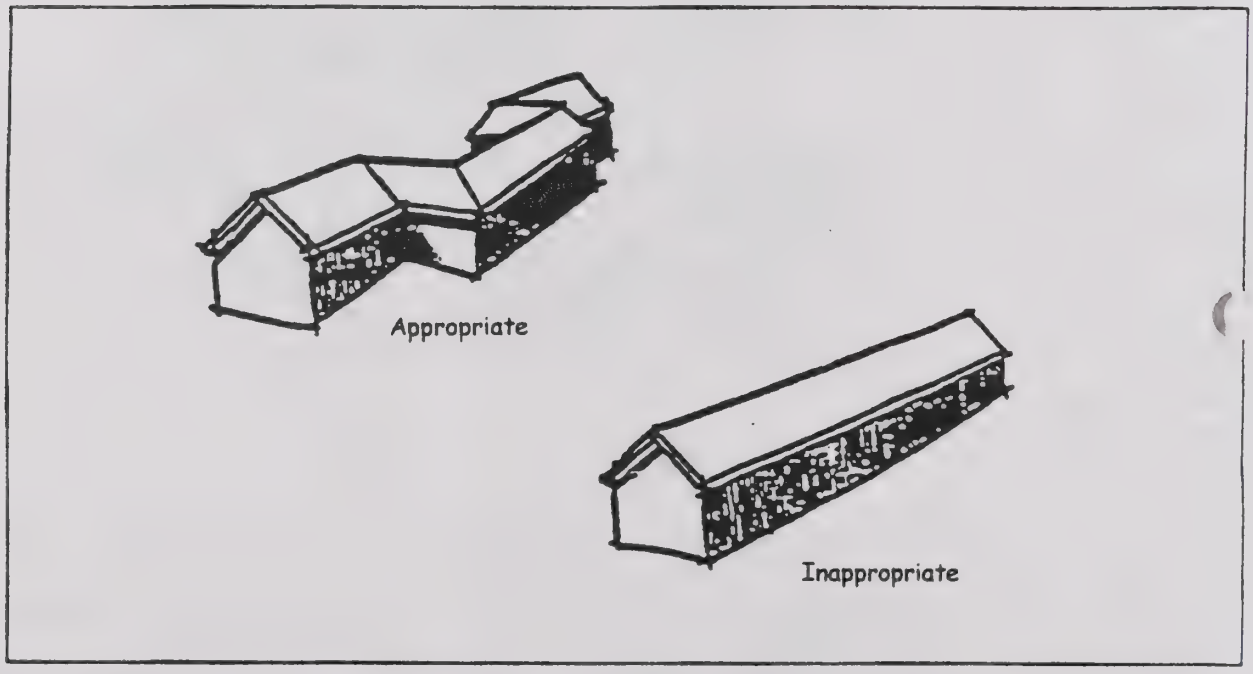
5.9 Building Articulation and Massing

Height and mass of buildings should be in proportion to the surrounding buildings, trees, and terrain. Two stories or stepped hillside/split level construction is the preferred maximum offset rather than long warehouse buildings with no articulation.

5.9.1 Boxy building designs with no visual interest should be avoided (Figure 5-7).

5.9.2 Break-up solid wall surfaces with reliefs and variations in the depth of buildings. (Figure 5-7)

Figure 5-7
Building Articulation



5.9.3 Avoid a lack of architectural detail which creates a plain appearance.

5.9.4 Utilize varied materials, textures, or colors to create horizontal and vertical articulation.

5.10 Scale of Structure

5.10.1 The size of structures should remain consistent with the surrounding buildings in the area.

5.10.2 Buildings should maintain similar proportions.

5.10.3 Height of structures shall be compatible with surrounding development.

5.11 Building Materials

The use of traditional building materials produces a natural feel that blends with the historical look of Colfax. Preferred materials and colors are those that reflect the early days of the railroad. Wood, rock, and brick are preferred on the facades of buildings. Metal (non-bright colors) roofs are a plus in the area due to fire protection and snow removal. All color should be subdued whether on structure or signs. Lettering on signs should reflect early western style (see Signs, Section 11, below).

5.11.1 All new or remodeled structures shall reflect the early railroad and/or a mountain/western style of architecture. Roofs shall be pitched rather than flat. Porches or covered entries shall be used. Brick, rock or wood facades are preferred rather than block or stucco.

5.11.2 Traditional materials such as wood and brick, are encouraged.

5.11.3 Stucco and other man made materials generally detract from community character.

5.12 Utilities and Roof Equipment

5.12.1 Refuse enclosures shall be constructed in accordance with the standards of the Public Works Department. Enclosures shall be located as shown in the approved plans. Final location of enclosures shall be subject to the approval of the Public Works Director.

5.12.2 Enclosures shall be constructed and finished in a manner to match the major design element of the main structure. Such finish shall be indicated on the building plans and is subject to approval by the Planning Department.

5.12.3 On-site utility service shall be installed underground in accordance with the Public Works Department policies and standards.

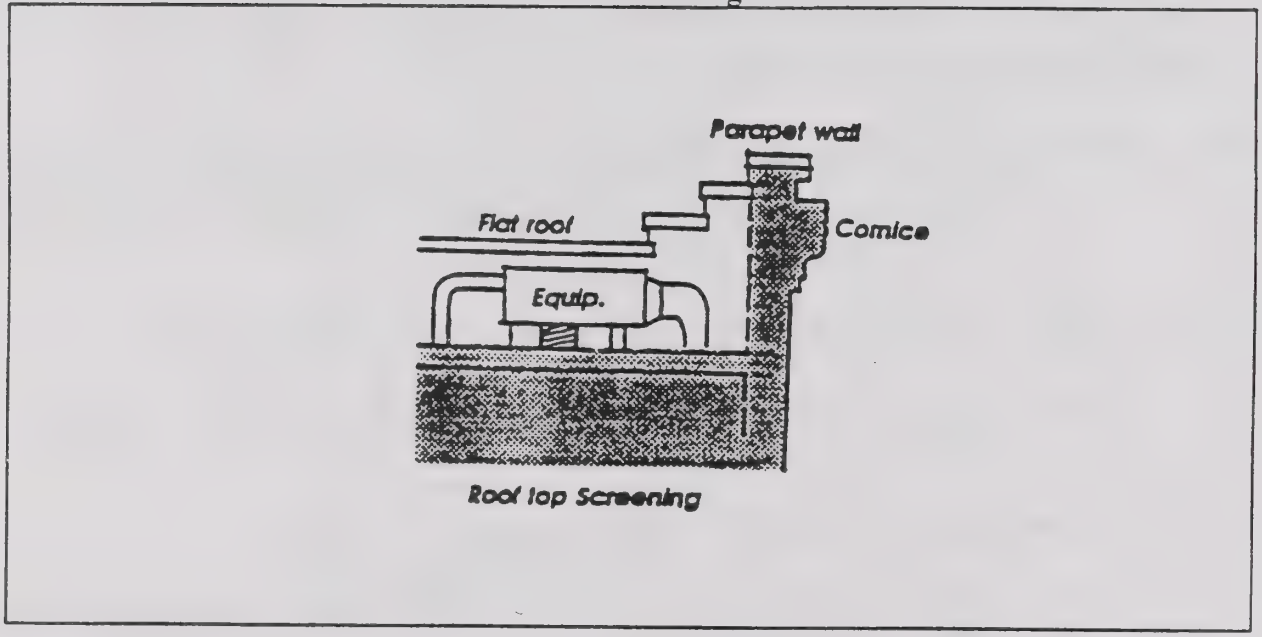
5.12.4 Adjacent off-site utility services shall be installed underground unless upon application of a developer or utility company, and after paying required fees, the Planning Commission waives or conditionally waives the provisions for the requirement of underground installation of utility lines in accordance with the City code.

5.12.5 All roof heating and/or cooling systems and other appurtenance equipment shall be recessed and/or screened from adjoining property.

5.12.6 Outdoor storage and display shall not be permitted.

5.12.7 Screening of roof equipment shall be a part of the roof design and equipment installation (Figure 5-8).

Figure 5-8
Roof Screening



5.13 Lighting

5.13.1 No lighting shall be of the type or in a location such that it constitutes a hazard to vehicular traffic, either on private property or on abutting streets.

5.13.2 To prevent damage from automobiles, lighting standards shall be mounted on reinforced concrete pedestals or otherwise protected.

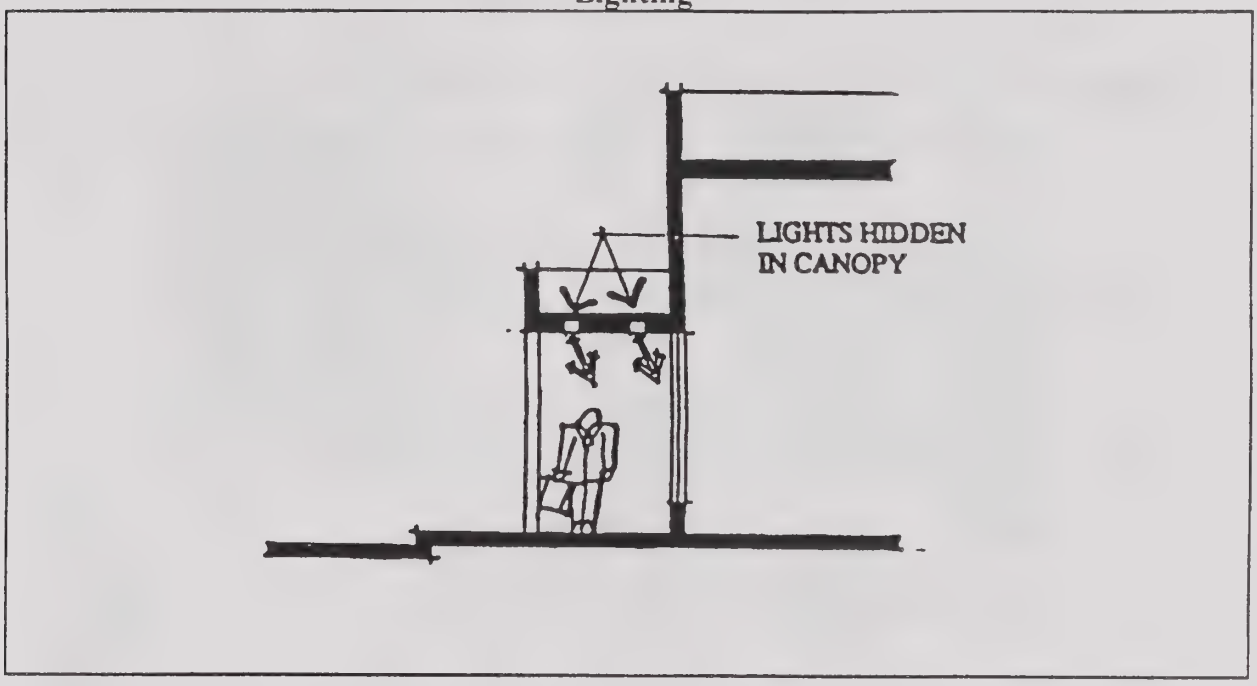
5.13.3 Under canopy lighting elements shall be recessed or concealed in such a manner as not to be directly visible from a public street (Figure 5-9).

5.13.4 Neon lighting shall constitute signage and must conform to the City's sign ordinance and must be reviewed and approved by the Design Review Commission.

5.13.5 Exterior lighting should be designed as part of the architectural and site design of a project. Fixture style and locations should be compatible with the building's architecture and landscaping. Projects should display a consistency in lighting-fixture style.

5.13.6 Control brightness and direction of light radiation to maintain view of night sky in the City (Figure 5-9).

Figure 5-9
Lighting



5.14 Signs

5.14.1 No sign shall be erected, constructed, painted or printed without a sign permit issued by the City pursuant to the City Sign Ordinance. Sign area, size and location shall be in accordance with sign regulations of the zone as established by City Ordinance and requirements of this element. Any change in copy shall conform to the original sign in terms of materials and sign area.

5.14.2 Signs must respect the architectural design and proportion of the building and should not cover transoms, insignias, or any architectural ornamentation.

5.14.3 Sign clutter should be avoided. Generally one primary sign located on the face of the building to announce the name of the business accompanied by smaller secondary signage in the windows or entryway is the most desirable approach.

5.14.4 Limit the number of lettering styles used on a sign to increase legibility, i.e. no more than two for small signs and up to three for larger signs.

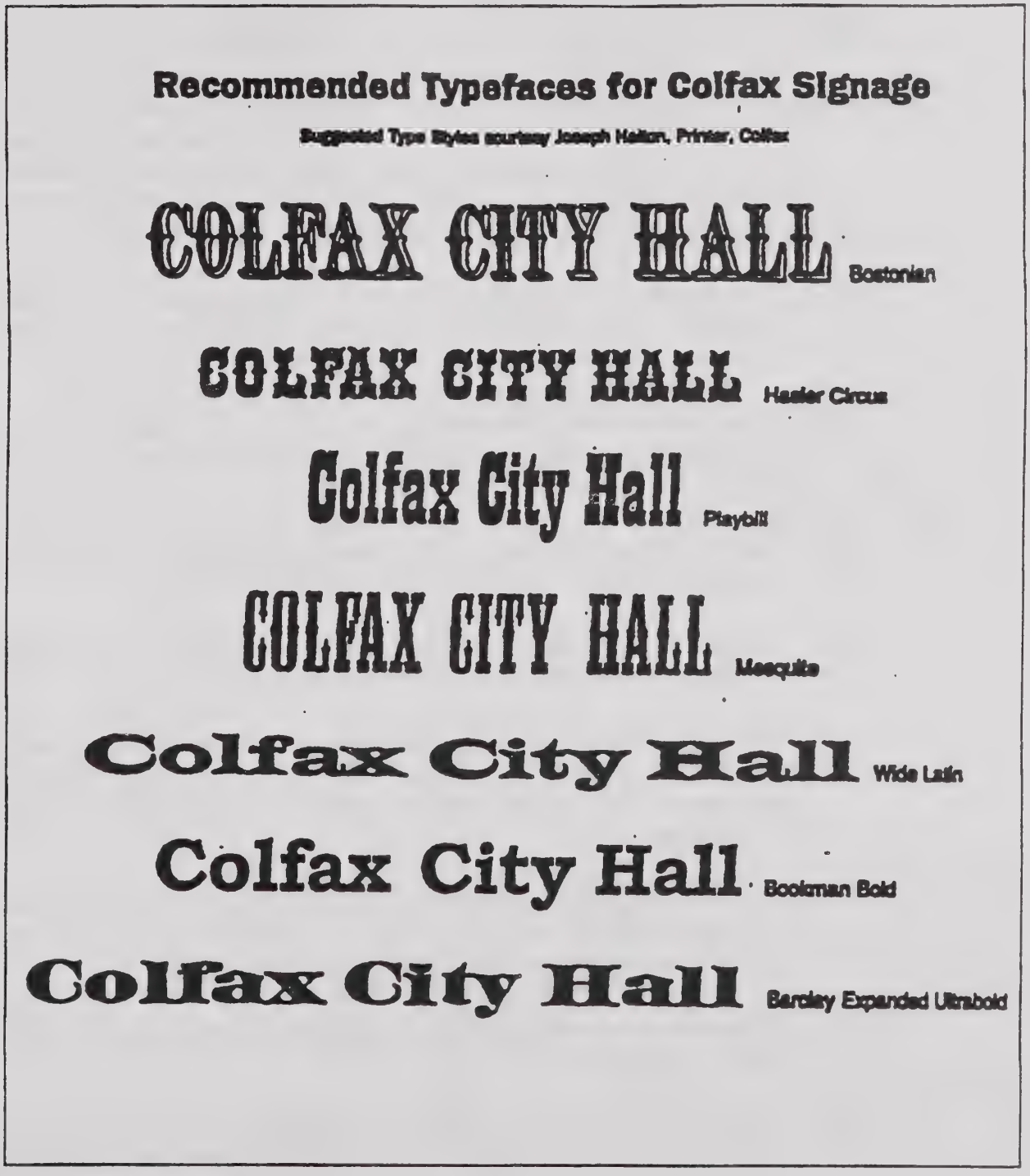
5.14.5 The following types of signs are encouraged:
flush wall mounted signs, projecting signs with solid metal supports, hanging signs from an overhang or from the interior by the window, window painted signs (Figure 5-10).

Figure 5-10
Signage



5.14.6 The desired lettering style for Colfax is as follows :Bostonian, Hasler Circus, Playbill, Mesquite, Wide Latin, Bookman Bold, and Barclay Expanded Ultrabold (Figure 5-11).

Figure 5-11
Lettering



5.15 Landscaping

5.15.1 Promote the pedestrian-scale between pedestrians, buildings, and landscaping. Proposed landscaping should relate to the scale of the structures on the site and should be compatible with the character and scale of adjacent landscaping.

5.15.2 Landscaping should enhance the aesthetic appearance of development and increase compatibility between abutting land uses.

5.15.3 Civic plantings in the Colfax area should include horticulture which will be enhanced with the unique changing seasons of the area. Since Colfax has a chilling and definite change in the fall season, every effort should be made to include horticulture that is enhanced with that particular season, such as leaf color, fruit, or stem structure of trees and shrubs. Care should be given to plant material that will withstand an occasion with snow on the ground for a week or so every few years. Plant for local altitude of 2400 to 2500 foot elevation.

5.15.4 Consideration in landscaping and design should include the needs of birds. Evaluation must be included to the enhance the horticulture to the benefit, preservation, feeding, or nesting habitat for birds and butterflies.

5.15.5 Trees and shrubs recommended are those having root systems which adapt well to the Colfax area and require a minimum of maintenance and are planted to give the appearance of "the mountain look".

5.15.6 Landscaping and irrigation shall be installed as submitted and approved by the Design Review Commission and Public Works Department.

5.15.7 Landscaping and irrigation shall be inspected and approved by the Building Official prior to the issuance of Certificate of Occupancy.

5.15.8 Landscaping should provide for the conservation of water resources through the efficient use of irrigation, appropriate plant materials, and regular maintenance of landscaped areas. Xeriscaping (low water, low maintenance) landscaping is recommended.

5.15.9 The developer shall provide for the installation of front yard and street side yard landscaping within 60 days of dwelling unit occupancy. The developer shall bond to insure faithful performance within the specified time.

5.15.10 Continuous maintenance of all landscaped areas, as specified by the Building Official shall be provided.

5.15.11 A plan showing all existing plants, designated plants to be saved, transplanted or removed shall be submitted for approval prior to submittal of landscape and irrigation plans. Retain old/new native Conifers, Oaks, Maples where possible. Replace and replant any dead or removed plants or trees.

5.15.13 All trees shall be 24" box size (minimum), all shrubs and vines shall be 5 gallon size (minimum), unless other approved by the Design Review Committee.

5.15.13 Proposed landscaping shall observe the recommended tree species list (provided at the end of this element) established by the Design Review Commission.

5.15.14 Hillside Development - Top contour of all hills is to be maintained with native trees, not clear-cut.

5.15.15 Hillside Development - Graded and cut slopes/fills are to be planted immediately and landscaped to prevent erosion and channel run off to designated retention areas.

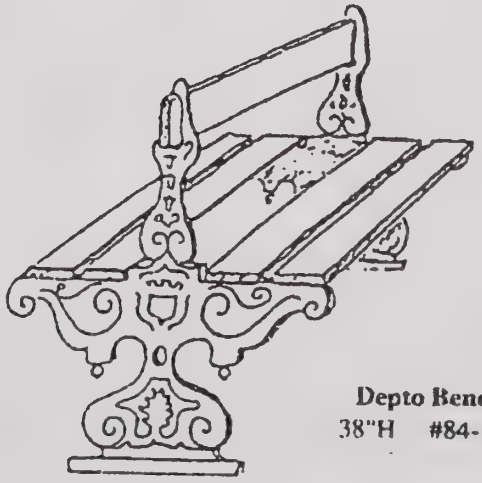
5.16 Sidewalk Treatment

5.16.1 Curb cuts shall conform to adopted City policy.

5.16.2 The sidewalk should be a safe and interesting place for sitting and walking.

5.16.3 Park benches and other street furniture should be available for people to sit down and enjoy the setting (Figure 5-12).

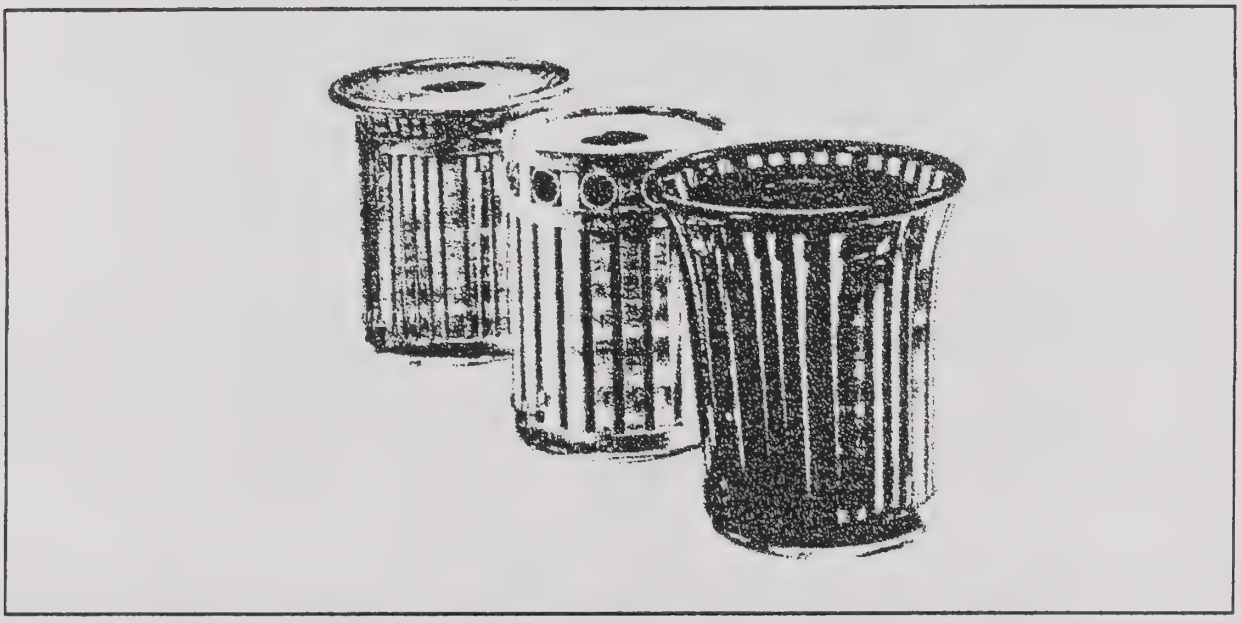
Figure 5-12
Bench



5.16.4 Planter boxes and landscape vegetation are encouraged.

5.16.5 Trash enclosures and bicycle racks are encouraged (Figure 5-13).

Figure 5-13
Trash Enclosures



5.17 Historic Design Guidelines

5.17.1 Conduct research and/or maintain a visual inventory (i.e. pictures/illustrations) that illustrates the original appearance and significance of historic structures. Before alterations, additions, or rehabilitations take place, determine if the original historic design can be restored or rehabilitated.

5.17.2 Respect the design of a structure as a product of the design philosophy and reflection of a specific time.

5.17.3 Retain and restore the distinctive stylistic features of the structure.

5.17.4 Replace lost features when possible. Restore historical elements of original building designs to create the visual appearance of the original structure.

5.17.5 Minimize the alterations that are made to a historic structure. Facade changes should be made only if absolutely necessary.

5.17.6 Maintain the storefront elements. Original materials should be repaired or replaced when necessary. Storefronts are typically the most important part of a commercial building.

5.17.7 Use historic colors when refinishing a building. Buildings should be painted in the historic colors that are appropriate to the architectural style of the building.

5.17.8 Match the appropriate awnings to the building style. Awning design should not be the dominant feature in the facade.

5.18 Historic Preservation

Most of the historic structures in Colfax are located around the railroad tracks and along Main Street in the historic downtown (Figure 5-14). These areas have significant architectural features that are important in maintaining the character of the community.

5.18.1 Historic Preservation Programs

Programs for the conservation of historic features and structures will vary depending upon the level of protection and the type of funding the City wishes to pursue. These will vary with the significance of the structures and the City's level of commitment to historic preservation.

5.18.2 Historic Preservation Designations

Federal

At the Federal level, a structure can be designated on the National Register of Historic Places. In order to be on this list, the structure must have architectural and historical significance that promotes the integrity of the national history. The designation process requires from six months to three years to complete. This is the strongest level of protection that can be provided. It is also the strictest level and upon placement on the register, permission must be granted by the Secretary of the Interior before modifications to the structure could take place.

State

At the State level, a structure can be designated on the California Register of Historic Places. The structure must significantly promote California history and architecture to be placed upon this list. Once listed, permission must be granted for any kind of alteration to the structure. State listing is more easily accomplished than Federal listing since only California history must be promoted through the preservation of the structure.

Local

Many options are available to the local jurisdiction to promote Historic Preservation. The City may pass an Historic Preservation Ordinance or create a Historic District to protect various areas or structures. A Specific Plan can be prepared that will address issues of traffic,

Figure 5-14

City of Colfax Historical Design Control District



housing, land use and design review of a project area or district. Another preservation tool is the State Historic Building Code, which addresses specific construction problems that older structures face.

5.18.3 Funding Sources

Generally, the greatest challenge to historic preservation is related to the economic burden of structural renovations. The funding sources listed below should be considered and incorporated as appropriate in the City's Historic Preservation Plan.

Community Development Block Grants

CDBG's are used to develop urban communities by expanding economic opportunities, primarily for persons of low or moderate income. Small towns like Colfax would use the Small Cities Program. Use of the funds may be for acquiring historic structures, rehabilitation, construction, and code enforcement. Moneys can be used to fund studies, such as Historic District Specific Plans, or provide low interest loans for renovations.

Certified Local Government Program

A local government must have a Historic Preservation Committee or be in the process of completing a inventory of historic resources to participate in this program. This program gives unincorporated and smaller incorporated areas an opportunity for federal and state grants.

Tax Incentives

By making tax incentives available to owners, local governments encourage preservation of important properties. A contract between the property owner and the agency assures that property owners will be given public money (tax credits) if they maintain their property.

Mills Act Contracts

In California, owners of historic properties can get reduced property tax rates through this program. The program requires a contract that lasts for ten years and owners must give up any future development rights for the duration of the contract. Owners must agree to restore the property as necessary and maintain the historical character.

Charitable Contributions

A historically important structure may be donated to the government or other preservation organization. Property owners would be entitled to deduct the value of the donated property from their federal income tax.

Bond Measures

The City may vote on a bond measure to generate money. The City would then pay this money back in future years. This money could be used for low interest loans and the City could work with private property owners in renovating their property.

5.19 Community Design Issues

The following issues and concerns identified by the Planning Commission need to be addressed:

- Lack of continuity of commercial design standards/guidelines throughout the City.
- Inconsistent enforcement of City's Sign ordinance.
- Clarification needed of Design Review Commission's position in the overall permit application process.
- Encouragement of existing development to conform to current/proposed design guidelines.

5.20 Findings

The following findings are to the above issues and concerns:

- Boundaries of the Historic District are limited to the Historic Downtown by the current overlay zone.
- Newer commercial development has strayed from traditional building materials.
- Signage along I-80 and billboard policy is inconsistent.
- Pedestrian linkages need to be encouraged throughout the City with the possibility of creating a City Historic Walking Tour and link with County destinations, ie. Stevens Trailhead, public schools, Bear River Campground.
- Preserve architectural integrity of residential development by establishing residential design standards within the Historic District.

5.21 Community Design Goals, Policies, and Implementation Measures

Goal 5.21.1 Maintain the small town character that makes Colfax a desirable place to live.

Goal 5.21.2 Maintain and enhance the City's character and visual appearance in order to create a quality future community.

Goal 5.21.3 Maintain and enhance the historic resources, qualities and character of the City of Colfax.

Policy 5.21.1 New development shall conform to design guidelines as adopted by the City.

Policy 5.21.2 The compact form of the City will be maintained through a clear distinction between urban development and the surrounding environment.

Policy 5.21.3 Ensure that street design is pedestrian in scale and incorporates landscaping.

Policy 5.21.4 The City will encourage and support efforts by neighborhood property owners to increase property maintenance and improvement.

Policy 5.21.5 The City will strive to revitalize the downtown area as the focal point of Colfax.

Policy 5.21.6 New development shall be compatible with existing urban areas.

Policy 5.21.7 Community gateways shall be developed to emphasize arrival and departure to Colfax.

Policy 5.21.8 New growth will incorporate the established street patterns into development design.

Policy 5.21.9 Identify, protect and promote the restoration of historic structures and physical reminders of Colfax's past.

Policy 5.21.10 Encourage public and private record maintenance important to the areas history and culture.

Policy 5.21.11 The City shall promote the preservation and revitalization of all historic structures and areas in Colfax.

Policy 5.21.12 Maintain working relationship with the owners of the downtown buildings to educate others as to the historical significance of the structures.

Policy 5.21.13 Provide assistance as appropriate to groups or individuals that undertake historic restoration or preservation.

Policy 5.21.14 Provide assistance as appropriate to developers that promote historic features as part of their development design.

Implementation Measures

5.21.A The Design Guidelines in this section will serve as interim guidelines until a fully developed version is completed.

5.21.B New development shall be subject to design review by the Design Review Commission to ensure that desired qualities are incorporated.

5.21.C Adopt design guidelines that promote the incorporation of historic features in new developments.

5.21.D Adopt a Historic Preservation Plan which establishes strategies the City will use to promote historic preservation.

5.21.E Use open space and design monuments to develop gateway entrances and to entice travelers on Interstate 80 to visit Colfax.

5.21.F The City will pursue programs such as grants, public or private donations or contribution for improving maintenance and upkeep of properties throughout Colfax.

5.21.G Create an inventory of all the historic structures and areas in Colfax and its sphere of influence.

TREES/SHRUBS/HORTICULTURE PLANTINGS SUITABLE FOR COMMERCIAL USE IN COLFAX

EVERGREEN TREES	Conifers and others not loosing leaves in winter
Incense Cedar	Libocedrus decurrens cedrus dordora an excellent screen
Deodar Cedar	
California Bay laurel	Umbellularia California
Ponderosa Pine	pinus ponderosa
Western White Pine	pinus lambertiana
Douglas Fir	pseudotsuga taxifolia
White Fir	abies concolor
California Red Fir	abies magnifica
Giant Sequoia	sequoia gigantea
Tan Oak	lithocarpus densiflorus
Canyon Live Oak	quereus chrysolepis
Alberta Spruce	picia glauca 'conica' slow growing

All of the above can be pruned, trained for low or high branching, by the trainer.

TREES SHEDDING FOLIAGE IN WINTER	
Black Oak	quercus kelloggi
Blue Oak	quercus douglasii
California White Oak	quercus lobata
White alder	alnusa incana
Red alder	alnusa rubra
European alder	alnusa glutinosa
ALL ALDERS EXCELLENT IN MOIST SOILS	
California BlackWalnut	juglans californica
Maples	Many kinds...use all...new being developed
Ginko Biloba	maiden hair tree...use male only
Magnolia	solangianna

TREES FOR FALL COLOR	STREET TREES
PEARS (IDEAL STREET TREE)	Pyrus calleryana and others: **Aristocrat** (best color in our climate) Bradford, Redspere, Capitol, Whitehouse Chantideer (15x40) narrow-cylindrical
Red Bud	cercis chinensis
Hawthorne	Washington
Tulip Tree	liriodendron tulipifera
African Sumac	rhus lancea
Maples	all some better color than others LOOK FOR NEW HYBREDS
Pacific Dogwood	cornus nuttalli and all others
Golden Rain	oelrueuteria paniculata American can be confined to areas 3' or less, and is pest free.
American Holly	illex opace and others
Most all Flowering Fruits	cherry, peach, etc
Service Berry	
Hardy Silk Tree	
Silk Tassel	
Strawberry	
Crepe Myrtle	(has flower, and bud drop (can be messy)

Azalea	Rhodies , etc. Sun & Shade types
Berberis	thunbergii scarlet korean, japanese, etc
Butterfly bush	buddleiadavidii (annual pruning needed)
Bush dogwoods	
Butterfly weed	asclepias tuberosa (once established...long lasting)
California Toyon	
Ceanosis Yankee	Horizantalis....and others
Cotoneaster	apiculata, divaricata, prostate, and others
Callistemon	bottle bush
California Fuscia	zauschneria californica (once established..hardy)
Euonymus	dilatatum; many kinds-hardy
Elaeagnus	alata...fall color scarlet
Euroyops	
Fremontodendron	flannel bush-hardy, once established
Grevillea	
Lavenders	look for new hybreds
Oleanders	semi hardy, need microclimate
Peony	paeonia...excellent weather here for them hardy, lasts a century
Nandina	domestica red heavenly, small/mini
Pyracantha	Santa Jose and others smaller
Magnolia	solangianna
Rhododendron	vasseyi red's; schlipenhaachii, orange/crimson
Rock rose	Cistus
Rosa	(virginiana) scarlet; (rugosa)orange; others
Viburnums	dilatatum-red; and many others
Spirea	prunifolia; red to orange...and many others
Tamaris	t. pentandra
Poker	yellow red
Yarrow	aachillea: white, red, yellow creeping: King George 6"
Cassia	artemisotoides, feathery cassia
Lilac	

Others are being hybridized, recommend alpine type plants

GROUND COVERS	unlimited if frost hardy
DAY LILIES	unlimited excellent in mass little care
BULBS, CORMS, ETC	unlimited

CHAPTER 6
NATURAL ENVIRONMENT ELEMENT

NATURAL ENVIRONMENT ELEMENT

6.1 Authority and Purpose

The Natural Environment Element is a collaborative element that fulfills the statutory requirements of both the Conservation and Open Space Elements. The purpose and intent of this collaboration is to provide the reader with a more comprehensive and integrated view of the natural environment in the City of Colfax.

Although there are no State guidelines for a Natural Environment Element, there are individual statutory guidelines for both the Conservation and Open Space elements. Those requirements were the basis for this element, and were carefully examined and addressed in order to secure the legal viability of this element.

The Conservation and Open Space Elements are required to address certain mandatory issues. In general, the Natural Environment Element should address issues relating to the following: vegetation, wildlife, water resources, soil resources, atmospheric resources, mineral resources, and open space. The preservation, conservation and managed production of these resources is a fundamental part of the element.

It is mandated by California State Law that, "...that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." (Governor's Office of Planning and Research 1.992, 24).

Once the Natural Environment Element is adopted by the City Council, it becomes law. In turn, all of the policies, programs and implementation measures cited in the element become legally enforceable. It is important that element be thoroughly reviewed before adoption so that it reflects the needs of the community once it becomes law.

In order to be effective, the guidelines set forth in this element must be implemented. It is the responsibility of local decision makers and the City staff to ensure that these guidelines are followed. Any policies and implementation measures are tools for implementation and the responsibility of the City.

The physical environment and needs of the community are constantly changing. This element should be dynamic to ensure it reflects these changes and maintains its effectiveness as a planning tool. This can be accomplished through periodic review and revision.

6.2 Vegetation

There are general vegetation types/habitats found naturally in the Colfax planning area. These vegetation types are identified in the Placer County General Plan Background Report. These include; chaparral and shrub communities, woodland communities, conifer forest communities and sierran mixed conifer forest. Under the tree canopy are scrub-oak, manzanita, deer brush, a variety of herbs and grasses.

In the surrounding area where the topography permits, the natural vegetation has been cleared and pastures, orchards and vineyards have been planted. Most of these areas are irrigated. Within the city there exists urban vegetation including landscaping, shade trees, lawns and shrub cover.

The existing native vegetation in the Colfax Planning Area provides environmentally and socially valuable resources for the community. These areas provide diverse and ecologically rich habitats for wildlife, protect the soils from erosion increase groundwater percolation, maintain water quality, and provide recreational and aesthetic resources for the public. The Community Design Element provides extensive regulation and guidelines for vegetation. If followed and implemented, they will directly reflect their effectiveness as planning tools.

6.3 Wildlife

The natural vegetation in and around the planning area support various animals and wildlife. In the various vegetation areas there are California quail, gray fox, mule deer, California thrasher, western rattlesnake, brush rabbit, dusk-footed woodrat, western gray squirrel, California ground squirrel, bobcat, raccoon, scrub jay, golden mantled ground squirrel, mountain lion, as well as numerous smaller reptile and animal species. The Placer County General Plan Background Report establishes that there are no populations of endangered species in the planning area.

The City of Colfax has approximately 664 acres of land. The majority of this land is developed or will be in the future. The wildlife in the planning area is dependent on the remaining areas of surrounding natural habitat. With proper administration of the goals , objectives, policies and implementation measures of these sections and the Vegetation section are imperative to maintenance of these populations.

It is the responsibility of the City to ensure that the guidelines of this element are enforced and that the existing wildlife is protected.

6.4 Water Resources

This section of the natural environment Element discusses issues relating to the City's water supply and quality. Currently the City's source of water is the Placer County Water Agency (PCWA). PCWA has been providing water to various County areas since 1957. It supplies water from its Colfax water treatment plant. This water is taken from the Boardman Canal and treated prior to delivery. This facility has a maximum production rating of 1.4 MGD. In August 1996 peak daily usage was reached at 913,000 GD. This reflects delivery at 65% of capacity on this peak day. Information provided June of 1997 by H. M. Lukenbill of PCWA points to the fact that there is no potential shortage of water in the Colfax area for the immediate future needs of the City. In 1993 the Placer County Water Agency had a report prepared titled "Ultimate Water Demand Study". This report supports the available water supply for this area served by the PCWA. Changes in the Land Use Element provide for residential growth due to increased density levels within the City. This growth will need to be served by the PCWA. At the current time there is sufficient water available to provide for this increase in development.

The State has Maximum Contaminant Levels for mineral and chemicals in drinking water. The State of California, Department of Health Services establishes these standards for drinking water based on the National Interim Primary Drinking Water Regulations. The quality of water delivered in the City is very high as indicated by the PCWA Water Quality Report - 1995 (Appendix B).

Some residents within the Colfax area rely on ground water for their water supply . This is referred to as the Central County in the County General Plan Background Report. The average depth of water in the Colfax area is 150'-300'. The County Health Department monitors water quality in these wells. Water in these areas depend on local aquifers. Some have high production potential and others are unpredictable. The residents utilizing wells for their water supply are too far from the available PCWA water.

The quality of water in the City of Colfax is consistently high. There have been no shortages or violations of water quality in the service area. Future supplies of water in the City depend the PCWA and its sources for water supplied through the Colfax treatment plant. The potential supply is sufficient for future development in the city. Conservation methods can cause the supply and quality of water to be extended.

6.5 Soils

The soil present in the planning area is controlled by underlying rocks, local climate conditions, local topography, and native vegetation present. The soil information available is limited to reports and soil maps prepared by the U.S. Soil conservation Service (SCS). These findings are given in the Placer County General Plan Background Report, 1994. The soils in Colfax are primarily Class VI and VII. Class VI soils are considered suitable for limited cultivation. Class VII soils are best adapted to pasture, range, woodland, or wildlife habitat.

1. Mariposa-Josephine-Sites: undulating to steep, well drained soils that are shallow to deep.
2. Maymen-Mariposa: hilly to very steep, well drained and somewhat excessively drained soils that are shallow to moderately deep over metamorphic rock.
3. Cohasset-Aiken-McCarthy: undulating to steep, well drained soils that are moderately deep to very deep over volcanic rock.
4. Dubakella-Rock outcrop: rolling to steep, well drained soils that are moderately deep over serpentine , also rock outcrop.

These soil types have limited agricultural uses and are better suited for pasture, woodland, habitat areas, and aesthetic purposes. These soils are stable and present no extreme limitations for construction if proper methods are implemented and compliance to Colfax Municipal Code requirements are followed (see Colfax Municipal Code Chapter 1 Article 19 - 20). Due to the topography and slope of land in Colfax, it is necessary to follow the Code requirements to minimize soil erosion in the area for developed land, as well as future development.

The condition of the soil directly and indirectly affects the health of associated vegetation, wildlife and aesthetic value of Colfax . Accelerated soil erosion poses many environmental hazards, including; degradation of water quality, soil sterility, increased sedimentation of local streams and safety hazards.

Proper planning and mitigation can help prevent and lessen some of the soil hazards associated with urban development. In some cases this mitigation can be as simple as seeding exposed slopes, and the result is long term protection of a valuable resource.

The purpose of the following goals, objectives , policies and implementation measures is to provide the guidelines for soil preservation and protection. Some of the policies are currently present in the Colfax Municipal Code and are incorporated into this section.

6.6 Atmospheric Resources

The City of Colfax is located within the Mountain Counties Air Basin. This basin includes the eastern two-thirds of Placer County (Figure 6-1). The Mountain Counties Air Basin has air pollution problems that are influenced by specific meteorological and topographic factors. The prevailing wind direction is generally funneled through the mountain valleys. These winds trap pollutants in the basin. These conditions can also be created by a combination of calm winds and the development of inversion layers. Because of its local topography, the prevailing winds circulate the air and reduce the potential of poor air quality.

The Federal Clean Air Act establishes air quality standards for several pollutants and requires areas that violate these standards to prepare and implement plans to achieve the standards by certain deadlines. Air quality standards applicable in California are shown in Table 6-1. These are designed to protect the public health, and secondary standards,

area. These changes can negatively affect air quality. It will be necessary to provide mitigation methods consistent with the PCAPCD's 1991 Air Quality Attainment Plan (AQAO) (or updated version). Any development will need to follow the Placer County Offset Mitigations-Preliminary Guidance (Appendix C) and utilize Placer County Best Available Mitigation Measures, 1996 (Appendix D) to reduce impact on the local air quality. It is not possible to control the topography and prevailing atmospheric controls in the Mountain Counties Air Basin, but by following mitigation measures consistent with the AQAP Colfax can cooperate with all other County agencies in an effort to reach attainment in Ambient Air Quality Standards (Table 6-1)

The Federal Clean Air Act establishes air quality standards for several pollutants and requires areas that violate these standards to prepare and implement plans to achieve the standards by certain deadlines. Air quality standards applicable in California are shown in Table 6-1. These are designed to protect the public health, and secondary standards, designed to prevent visibility reduction, soiling, nuisance, and other damage.

Figure 6-1
Placer County Air Basin

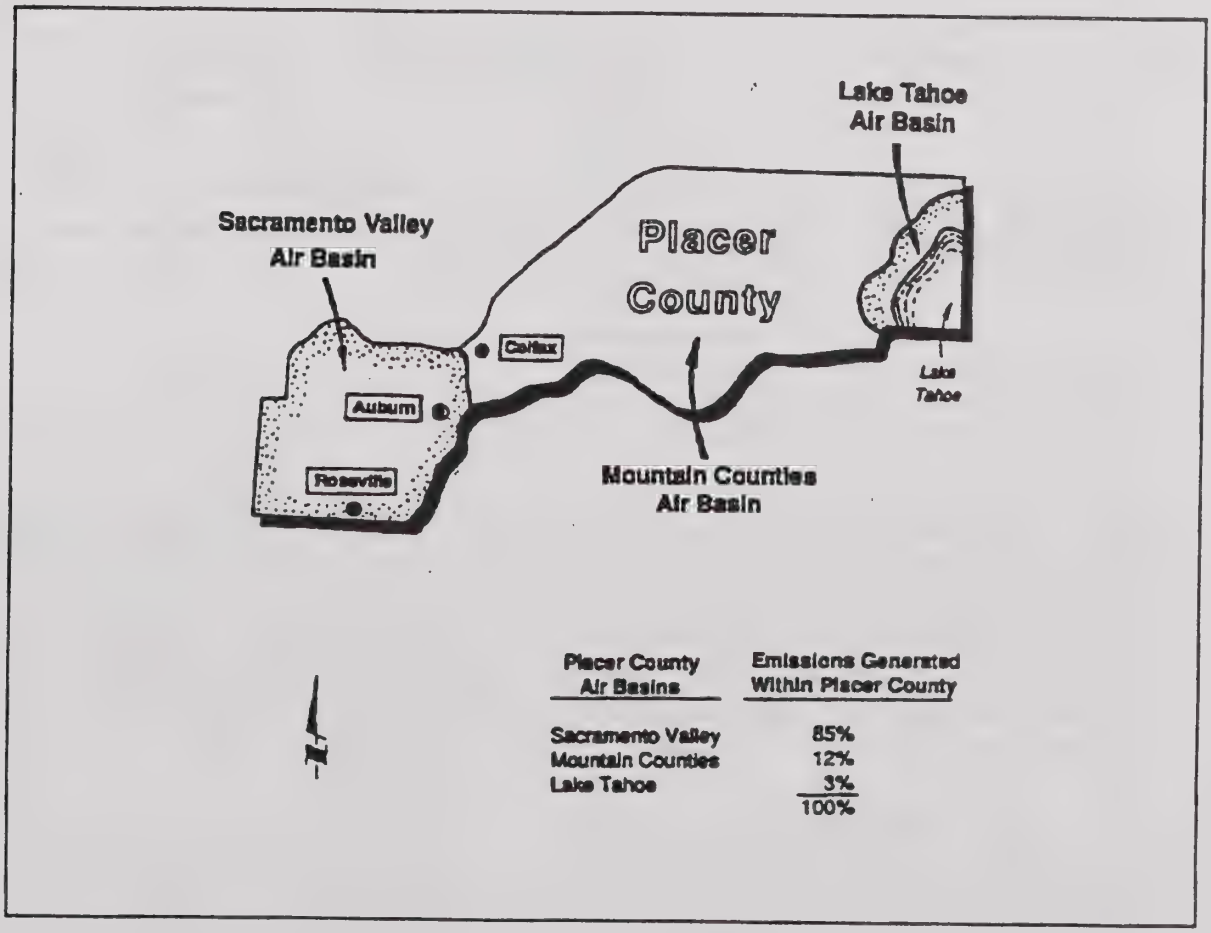


Table 6-1
AMBIENT AIR QUALITY STANDARDS

	California[1]	National[2]	
Air Pollutant	Concentration	Primary (>)	Secondary (>)
Ozone	0.09 ppm, 1-hr avg	0.12 ppm, 1-hr avg 0.08 ppm, 8-hr avg	0.12 ppm, 1-hr avg 0.08 ppm, 8-hr avg
Carbon Monoxide	9 ppm, 8-hr avg 20 ppm, 1-hr avg	9 ppm, 8-hr avg 35 ppm, 1-hr avg	9 ppm, 8-hr avg 35 ppm, 1-hr avg
Nitrogen Dioxide	0.25 ppm, 1-hr avg	0.053 ppm, annual avg	0.053 ppm, annual avg
Sulfur Dioxide	0.04 ppm, 24-hr avg 0.25 ppm, 1-hr avg	0.03 ppm, annual avg 0.14 ppm, 24-hr avg	0.50 ppm, 3-hr avg
Suspended Particulate Matter (PM_{10})	30 $\mu g/m^3$ annual geometric mean 50 $\mu g/m^3$, 24-hr avg	50 $\mu g/m^3$ annual arithmetic mean 150 $\mu g/m^3$, 24-hr avg	50 $\mu g/m^3$ annual arithmetic mean 150 $\mu g/m^3$, 24-hr avg
Suspended Particulate Matter ($PM_{2.5}$)	—	15 $\mu g/m^3$ annual arithmetic mean 65 $\mu g/m^3$, 24-hr avg	15 $\mu g/m^3$ annual arithmetic mean 65 $\mu g/m^3$, 24-hr avg
Sulfates	25 $\mu g/m^3$, 24-hr avg	—	—
Lead	1.5 $\mu g/m^3$, 30-day avg	1.5 $\mu g/m^3$, calendar quarter	1.5 $\mu g/m^3$, calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr avg	—	—
Vinyl Chloride	0.01 ppm, 24-hr avg	—	—
Visibility Reducing Particles	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%.	—	—

[1] California standards for ozone, carbon monoxide, sulfur dioxide (1-hour), suspended particulate matter-PM_{10} visibility reducing particles, are values that are not to be exceeded. The sulfur dioxide (24-hour), sulfates, lead, hydrogen sulfide, and vinyl chloride standards are not to be equaled or exceeded.

[2] National standards, other than ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

ppm = parts per million by volume
$\mu g/m^3$ = micrograms per cubic meter

Source: California Air Resources Board 1994; U.S. Environemntal Protection Agency, 1997.

Table 6-2 summarizes Placer County's state and federal attainment status for the criteria pollutants. Portions of Placer County are classified as nonattainment areas for the state and federal ozone standards, and all of Placer county is a nonattainment area for state particulates (PM_{10})standards. Placer County is unclassified for carbon monoxide (CO) because no monitoring is conducted for CO in the county. Because of its position in the Mountain Counties air basin, Colfax is in a nonattainment area for some of the criteria pollutants.

Table 6-2
Pollutant Attainment Status
Placer County

Pollutant	California Standards	Federal Standards
Ozone	Nonattainment	Nonattainment
Carbon monoxide	Unclassified	Unclassified
Nitrogen dioxide	Attainment	Unclassified
Sulfur dioxide	Attainment	Attainment
PM10	Nonattainment	Attainment

Note: Unclassified designations indicate that sufficient monitoring data are unavailable. Unclassified areas are generally treated as attainment areas.
Source: California Air Resources Board 1989

Ozone is a public health concern because ozone is a respiratory irritant that increases human susceptibility to respiratory infections. Ozone causes substantial damage to leaf tissues of crops and natural vegetation and damages many materials by acting as a chemical oxidizing agent.

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions, involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROG) and nitrogen oxides (No_x). The period required for ozone formation allows the reacting compounds to be spread over a large area, producing a regional pollution problem. Ozone problems are the cumulative result of regional development patterns, rather than a result of a few significant emission sources. Colfax ozone levels have been increasing in recent years because of accumulation of ozone from other locations in the region. The City will continue to cooperate with county, state and federal agencies in an attempt to lower current levels to reach an attainment level.

The state 1-hour ozone standard of 0.09 parts per million (ppm) is not to be exceeded. The federal 1-hour ozone standard of 0.12 ppm is not to be exceeded more than three times in any 3 -year period.

One of the monitoring stations for ozone in the county is in Colfax. The results of the monitoring station are shown in Table 6-3 for 1995 and 1996. This data reflects the nonattainment of both federal and state standards.

Table 6-3
Days and Hours Over Ozone Standards

	1995 Days		1996 Days		1995 Hours		1996 Hours	
	State	Federal	State	Federal	State	Federal	State	Federal
Colfax Station	16	1	4	0	44	1	11	0

Source: Placer County Air Quality Control District

State and federal CO standards have been set for both 1-hour and 8-hour averaging periods. The state 1-hour CO standard is 20 ppm by volume and the federal 1-hour standard is 35 ppm. Both state and federal standards are 9 ppm for the 8-hour averaging period. State CO standards are phrased as "values not to be exceeded" federal standards are phrased as values not to be exceeded more than once per year.

There is no monitoring station in Placer County for CO . Because of this the county has been designated as unclassified for CO (California Air Resources Board). Data secured from previous studies suggest that CO problems occur primarily near traffic arteries and areas having significant amounts of commercial development, as well as areas of congested intersections. This would apply to the rail crossing near the train station. This pollution problem is directly related to motor vehicle operation. By its location on the I-80 corridor Colfax is in an area of high potential for excessive CO.

Health concerns associated with suspended particles focus on those particles small enough to reach the lungs when inhaled. Few particles larger than 10 microns in diameter reach the lungs. Both the federal and state air quality standards for particulate matter apply only to these small particles designated PM_{10}.

State and federal PM_{10} standards have been set for 24-hour and annual averaging periods. The state 24-hour standard is 50 micrograms per cubic meter (ug/m^3). The federal 24-hour standard is 150 g/m^3. The state annual standard is 30 ug/m^3 on an annual geometric mean, and the federal standard equals 50 ug/m^3 on an annual arithmetic mean. Both 24-hour standards are not to be exceeded more than 1 day per year, both annual standards are not to be exceeded. The limited data for PM_{10} reflects violations of these standards. This places Colfax in a nonattainment area.

The Placer County Air Pollution Control District (PCAPCD), headquartered in Auburn, is responsible for maintaining and improving air quality throughout Placer County. In addition other agencies involved in air pollution control including the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the Sacramento

Area Council of Governments (SACOG).

With continued growth in the City of Colfax, as well as its location will cause a decline in air quality. Both rural and urban development can lead to this decline. The goals, objectives, policies, and implementation measures if followed can maintain and improve air quality in the City of Colfax.

6.7 Open Space

Open space is defined by the state of California as, "...any parcel or area of land or water which is essentially unimproved and devoted to an open-space use..." (Governor's Office of Planning and Research 1992, 37). There are four types of open space use recognized by the State, they include: open space for preservation of natural resources, open space used for the managed production of resources, open space for outdoor recreation, and open space for public health and safety. At the present there are 2 acres designated open space within the City (see Land Use Element).

Currently, there is an open space zoning classification in the City of Colfax Municipal Code. This district includes land for the use of parks, playgrounds, and swimming pools.

The City of Colfax has many valuable areas of open space. It is important that these areas be considered and protected while population and urbanization continues. Section 6.8, Open Space Action Program, provides specific guidelines for preservation, conservation and management of open space. This action program is required by State Law and functions as the goals, objectives, policies, and implementation measures for the open space section.

6.7.1 Open Space for the Preservation of Natural Resources

This type of open space use includes areas, "...required for the preservation of plant and animal life,...for ecologic and other scientific study purposes,...rivers, streams,...banks of river and streams, and watershed lands." (Governor's Office of Planning and Research 1992. 37).

Designating open space areas for the preservation of natural resources can have dual purpose. Quite often the preservation of natural resources, such as vegetation, soil, and air quality has a positive impact on other resources. By preserving one resource others are enhanced. It is important to identify areas of high resource value, so that they may be protected and growth can be guided into more suitable areas.

The natural environment in the City of Colfax is one of its greatest resources. The natural vegetation, wildlife, aesthetic beauty and other unique conditions create and support the quality of life that gives the City its unique character. Preservation of these resources and yet at the same time expanding and completing infill in the City can be accomplished with careful planning, monitoring, and mitigation. The end results will be a City that maintains a

high quality of life while maintaining consistent growth in population, business, jobs, and other necessary areas of community life.

6.7.2 Open Space for the Managed Production of Resources

This type of open space use includes, "...forest lands, rangeland, agricultural land,...areas required for recharge of ground water basins,...areas containing major mineral deposits." (Governor's Office of Planning and Research 1992, 37).

At the present time there are no significant areas that would fit into this category within the City. This should be considered if in the future any expansion of the City would include any of these areas.

6.7.3 Open Space for Outdoor Recreation

This type of open space use includes, "...areas of outstanding scenic value, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores...river and streams; and reservations, including utility easements, banks of rivers and streams, trails.."(Governor's Office of Planning and Research 1992, 37).

In a publication entitled, Bay areas Public Lands, the Green Belt Alliance identifies the people to city owned acres ratio for all the municipalities in the Bay Area. In this report, they also present a ratio they deem adequate for city park acres per population. This ratio is 3-5, city park acres per 1,000 population (Greenbelt Alliance 1992, 8).

At the present time the City of Colfax has land set aside for recreation for park land, playgrounds and swimming pool. Future open spaces for recreation should be considered in future development. The City can secure and maintain a satisfactory ratio of land for open space by encouraging the inclusion of open space areas in new developments. This technique will alleviate the burden for the City to maintain these areas, while assuring that these areas will exist.

There are vacant parcels in the City that could meet the need of park or recreation land. These parcels include, but are not limited to two parcels on Auburn Street. These parcels have Bunch Creek flowing at the eastern edge of the property. The riparian area would be suitable for a walk way / green belt area for recreation. If the owners could be convinced to dedicate this area for that purpose in would greatly enhance the City's open space. At the present time the City has 2 acres of open space land for recreation purposes. This recreational land is supported and maintained by ½ of 1% of the general fund budget as well as ½ % of building costs at permit issuance.

Changes in the Land Use Element call for higher residential density in some areas of the City (Figure 2-2). It is necessary with continued infill in residential and commercial areas of the planning area that open space be provided. These open spaces can take the form of, but

not be limited to, greenbelts, buffer zones, parks and public recreational areas. By incorporating the creation of this type of open space in future development the City can maintain its quality of life and atmosphere in spite of growth and development.

One of the primary goals of the Natural Environment Element is to add to the existing stock of open space and recreational land with, less abundant in the primary planning areas. The success in reaching this goal will depend upon a number of factors, which include but are not limited to the following:

- A strong and committed relationship between the City of Colfax Planning Commission, City Council, Economic Development Committee and any interested parties concerned with the Parks and Recreation activities in the City.

- The will of the citizenry, and their commitment toward helping to support and create more open space and recreational lands in and around Colfax.

- The plight of the current state financial situation, its impact upon the City and local special districts, and the resulting availability of grant monies and other funding opportunities.

- The creativity and commitment of land owners and developers in designing projects that will provide needed open space, and/or will seriously contribute to the goals of increasing open space and recreational lands in an around Colfax.

- The creativity and commitment of decision makers, staff, and the citizenry in exploring and implementing land acquisition strategies and techniques well before the City approaches build out levels.

6.7.4 Open Space for Public Health and Safety

This type of open space includes, "...areas which require special management of regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, water sheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for protection and enhancement of air quality." (Governor's Office of Planning and Research 1992, 33)

The City of Colfax has this type of open space. Hillside Development Guidelines have been established in the City's Zoning Ordinance. The purpose of the Hillside Guidelines are to restrict and or modify development in unstable areas. These restrictions concentrate development in areas with the least environmental impact. They provide direction and encourage development which is sensitive to the unique characteristics common to hillside properties including land form, vegetation and scenic quality. The guidelines provide alternative approaches to flat land development practice by achieving land use patterns and density that are consistent with the natural characteristics of hillsides and sloped areas. A safe

means of ingress and egress for vehicular and pedestrian traffic to and within hillside areas, with minimum disturbance to the natural terrain. The zone although beneficial, does not always qualify as open space. According to State Law, in cases where restricted development is allowed, the areas cannot be considered open space.

6.8 Open Space Action Program

It is the intent of the Natural Environment Element to satisfy the statutory requirement of the Open Space Element of a general plan. In order to secure the legal viability of this element, it is imperative that an action program be included.

Article 10.5 of California Government Code requires that, "Every local open-space plan shall contain an action program consisting of specific programs which the legislative body intends to pursue in implementing its open-space plan." (Governor's Office of Planning and Research, 1992, 34).

The revisions and techniques presented in this action program should be implemented immediately following the adoption of the Natural Environment Element. They, in addition to the goals, objectives, policies and implementation measures presented in other sections of the element, should be actively enforced and monitored to ensure compliance. The proper administration of these programs and policies is vital to the cumulative effectiveness of the element.

6.8.1 Existing Methods for Implementation

The following sections discuss techniques currently available for the preservation of open space. The techniques used to implement the open space areas are described in the following sections.

Preservation of Natural Resources

The Colfax Municipal Code Title 9 chapters 1 and 2 contain requirements for the development of open space on lots, subdivisions, and other developments within the City. In these chapters the minimum amount of open space is limited to landscaped areas and are not defined by zoning districts. The Land Use Element addresses requirements for open space and establishes minimum areas in new developments and sites of expansion.

6.8.2 Suggested Revisions in Policy

Revision # 1: Develop a "Land Development Policy" that would incorporate minimum lot coverage standards for all zoning classifications. This will provide a more comprehensive, far reaching form of open space preservation.

Revision # 2: Develop and interpret a greenway and slope overlay zones to specific

development standards. This would provide the City Council a list of detailed standards for each of these zones, enabling them to better secure these areas in an effective manner for open space preservation.

Revision # 3: Prepare and adopt a city ordinance in accordance with the Quimbly Act (Government Code Section 66477 et seq). This act provides a method by which a local government can exact either land dedication or in lieu of fees for park and recreational purposes. The details and limits to this program can be found on pages 147-150 of the 1992 Planning, Zoning, and Development Laws.

Revision # 4: Establish a development fee schedule to provide for the maintenance and acquisition of open space for recreation for the City.

Revision # 5: Establish a ratio of park acreage to population of four acres per 1,000 population.

Revision # 6: Establish a Parks and Recreation District for the purpose of administering the open space land for outdoor recreation.

6.9 Natural Environment Issues

The following issues and concerns identified by the Planning Commission need to be addressed:

- The City of Colfax's current Open Space zoning classification, as designated in the Municipal Code, provides for only three of the four types of open space: preservation of natural resources, outdoor recreation, and open space for public health and safety.

- The City has limited land dedicated under open space zoning. As the population continues to grow, so will the pressure for urban development. It is important that provisions for the preservation of natural resources and open space be made.

- The demand for existing and future recreational facilities will continue to increase. It is important that existing areas be maintained and future planning considered. It would be advantageous for the City to utilize a plan in order to guide the current maintenance and future purchase and development of these recreational facilities.

- The implementation of the Quimby Act is one way to secure future allocations of open space. This Act gives a city the power to require either dedication of an open-space area or an in-lieu of fee for all new developments. The specifics of the Act and the requirements for adopting an ordinance are provided in the General Plan Guidelines (published by the Governor's Office of Planning and Research).

- Soil is an important resource that influences, both directly and indirectly, other natural

resources. The condition of the soil directly affects the health of associated vegetation and wildlife species.

- Several possible threats which could impact groundwater quality and they include the introduction of contaminants (bacteriological, chemical, etc.), irresponsible disposal of household hazardous wastes, destruction of the natural drainage ways and significant reduction in recharge areas.

- The potential impact of growth on the City's waste water treatment plant must be evaluated in regards to excessive inflow into the plant and discharge into the local watershed. This will be evaluated in the Safety Element.

6.10 Findings

The following findings are to the above issues and concerns:

- The City has no open space set aside for the preservation of natural resources.

- Currently, the City does not have a program to implement open space for recreational uses.

- The City does not have an open space program for the public health and safety of City residents.

- The identification of the location of the Slope Overlay Zone will help provide for open space, preservation of natural resources, and public health and safety.

- The City does not have regulations for vegetation and habitat protection, i.e. tree ordinance.

- The City has excellent groundwater resources. It is the responsibility of the City to ensure that activities within its jurisdictional boundaries do not adversely affect this resource. The protection of groundwater quantity and quality will be beneficial for both the current and future residents of Colfax.

- The City is required by law (AB325) to implement a "Model Water-Efficient Landscape Ordinance."

- The potential for future problems with storm water runoff is an important issue in the Colfax area. Review of all proposed developments should have drainage plans and other materials to describe the current and future storm water runoffs of proposed projects.

6.11 Natural Environment Element Goals, Policies, and Implementation Measures

Vegetation

Goal 6.11.1 Preserve the remaining woodlands and native species of trees in the Colfax Planning Area.

Goal 6.11.2 Conserve and improve groundwater, natural habitat, mineral, aesthetic, soil and air resources in the Colfax Planning Area.

Goal 6.11.3 Protect and prevent human disruption in all areas designated as Open Space and Greenbelts by the Land Use Element.

Goal 6.11.4 Achieve and maintain a standard of no net loss of native tree species.

Goal 6.11.5 Work with the county to provide protection for Riparian areas in and around the Planning area.

Policy 6.11.1 Provide for the protection of native tree species by incorporating specific standards into all planning related decision.

Policy 6.11.2 Discourage further development in scenic areas and woodlands to preserve urban area environmental resources.

Policy 6.11.3 Discourage development that does not incorporate native physical land features into the project design.

Policy 6.11.4 Encourage planting, preservation and replacement of native trees.

Implementation Measures

6.11.1.A Prepare and adopt a tree preservation ordinance that is focused on woodland habitat and native tree preservation.

6.11.1.B Require all new developments to achieve a status of no net loss of native tree species. This is done by site design, replanting, or any other method that the City deems acceptable.

6.11.1.C Implement grading, drainage and ground cover policies to minimize disturbance of existing vegetation.

6.11.1.D Implement land development policies regarding tree cover within greenways and open areas.

Wildlife

Goal 6.11.1.a Protect remaining populations of native wildlife in the Colfax Planning Area.

Goal 6.11.2.a Preserve existing wildlife habitat areas described in the vegetation section.

Goal 6.11.3.a Prevent elimination or extinction of wildlife species in the Colfax Planning Area.

Goal 6.11.4.a Maintain, improve and where possible increase habitat areas in the Colfax Planning Area.

Policy 6.11.1.a Encourage projects that minimize the impact on habitat areas.

Policy 6.11.2.a Encourage the sharing of information regarding wildlife between the public and private developers.

Implementation Measures

6.11.2.A Provide development incentives for projects which incorporate habitat protection into project design.

6.11.2.B Require a wildlife survey for all projects located in potential habitat areas and require that the findings of the surveys be incorporated into the decision making process.

Water Resources

Goal 6.11.1.b Conserve and protect the water resources of the City of Colfax.

Goal 6.11.2.b Encourage water conservation and mitigation practices to maintain and improve water quality in the City of Colfax.

Policy 6.11.1.b Restrict development that would cause a decrease in water quality.

Policy 6.11.2.b Restrict development that would interfere with ground or surface water.

Implementation Measures

6.11.3.A Enforce and implement code and development requirements that will protect water quality.

6.11.3.B Require onsite review for any development that could have an effect on surface water or ground water within the City of Colfax.

Atmospheric Resources

Goal 6.11.1.c Protect and improve the air quality of the City of Colfax.

Goal 6.11.2.c Prevent and mitigate when possible all human induced degradation of air quality within the jurisdiction of the City of Colfax.

Policy 6.11.1.c The City shall cooperate with other agencies to develop a consistent and effective approach to air quality planning and management.

Policy 6.11.2.c The City shall impose mitigation measures to minimize stationary source and indirect source emissions.

Policy 6.11.3.c The City shall support the PCAPCD in its development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds and rules to more adequately address the air quality impacts of new development.

Policy 6.11.4.c The City shall encourage development to be located and designed to minimize direct and indirect air pollutants.

Policy 6.11.5.c The City shall submit development proposals to the PCAPCD for review and comment in compliance with CEQA prior to consideration by the appropriate decision-making body.

Policy 6.11.6.c In reviewing project applications, the City shall consider alternatives or mitigation measures to reduce emissions of air pollutants.

Policy 6.11.7.c The City shall require new development projects that exceed APCD significance thresholds to submit an air quality analysis for review approval. Based on the analysis the City shall require appropriate mitigation measures consistent with the PCAPCD's 1991 Air Quality Attainment Plan (or updated edition).

Implementation Measures

6.11.4.A The City shall coordinate with other local, regional, and state agencies, including the PCAPCD and the California Air Resources Board (ARB), in incorporating regional and county clean air plans to City planning for project review. This includes mitigation measures consistent with PCAPCD's 1991 Air Quality attainment Plan (or updated edition). The City shall also cooperate with

the PCAPCD and ARB in the following efforts:

a. Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality;

b. Establishing monitoring stations to accurately determine the status of carbon monoxide, ozone, nitrogen dioxide, hydrocarbon and PM_{10} concentrations;

c. Developing consistent procedures and thresholds for evaluating both project-specific and cumulative air quality impacts for proposed projects.

6.11.4.B The City shall co-operate with the PCAPCD to develop minimum project threshold sizes that would trigger requirements for air quality analysis and project mitigation. Elevated carbon monoxide concentrations are associated with congested intersections having high traffic volume. To address this problem, the PCAPCD shall require carbon monoxide modeling and intersection-specific mitigation measured for congested intersections having a level of service of D, E, or F designed to improve these levels of service.

6.11.4.C The City shall adopt by ordinance, the PCAPCD 1991 Air Quality Attainment Plan (or updated edition) as the City's Air Quality Attainment Plan.

Soils

Goal 6.11.1.d Conserve and protect the soil resources of the Colfax Planning Area.

Goal 6.11.2.d Ensure and encourage the continued aesthetic condition of the Colfax Planning Area.

Goal 6.11.3.d Conserve and improve natural habitat, soil and ground water resources in the Colfax Planning Area.

Goal 6.11.4.d Prevent and mitigate all human induced soil erosion occurring within the jurisdiction of the City of Colfax.

Policy 6.11.1.d Restrict development in areas of unstable soils.

Policy 6.11.2.d Encourage the seeding of all graded areas with a vegetation deemed acceptable by the conditions provided by staff.

Implementation Measures

6.11.5.A Implement and enforce all guidelines and restrictions of the Cities Municipal Code relating to grading and drainage.

6.11.5.B Require an onsite soil survey by an approved soil erosion prevention specialist for all large developments or those occurring on soils that have been proven to be prone to erosion.

CHAPTER 7
SAFETY

SAFETY ELEMENT

7.1 Authority and Purpose

The purpose of the Safety Element is to raise awareness of decision makers of any natural or human induced hazards or safety problems. Influenced by this knowledge, they can encourage adoption of developmental and emergency planning practices designed to reduce loss of life, injuries, property damage, and economic and social dislocation which might otherwise result. The Safety Element is intended to identify risks from major hazards or safety problems in Colfax, and to provide an assessment of existing protection services and suggest options the community might pursue in order to improve its level of public safety. In addition to these issues, the potential for impact on the City's waste water treatment plant (WWTP) will be evaluated in this element because of its related nature to In this regard, the Safety Element is the primary vehicle for relating local safety planning to city land use decisions and should establish land use planning policies and standards based on the analysis provided within it. The Safety Element is mandated by the State of California in Government Code Section 65302(g):

The general plan shall include a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards.

It is mandated by California State Law that, "... that the general plan and its elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for adopting agency." (Governor's Office of Planning and Research 1992,24).

The Safety Element has been developed to both correlate and be consistent with the other six mandated elements in the Colfax General Plan. The general plan purposes, processes, and a detailed description of the planning area and the city sphere-of-influence to be considered are all discussed in the introduction to the Land Use Element.

The primary goals of the element are to protect the residents of Colfax from natural and human induced hazards, as well as assuring that both law enforcement and fire protection are enhanced to meet the demands of new and existing land use development.

The concept of public safety expressed in this element is based upon the following assumptions:

1. That natural hazard systems, are an unavoidable aspect of life and that not every degree of risk or all hazards can be fully eliminated (e.g., volcanic eruptions);

3. That there are human-induced safety problems which can be dealt with in a parallel manner to natural hazards (e.g., hazardous materials);

4. That public policy and action are appropriate in a community to mitigate against hazards which: (a) have a high degree of risk to the general public or (b) have a relatively low risk but which would be considered disasters should the hazardous event occur.

7.2 POTENTIAL NATURAL HAZARDS

7.2.1 Seismic Hazards

Faulting and Earthquakes

All aspects of seismic safety are regarded as critically important aspects of any general plan Safety Element in California. The primary seismic hazard is earthquake activity which originates as shock waves generated by faulting -- movement as rocks are displaced along an active fault. The primary associated seismic hazards are ground shaking and the potential for ground rupture along the surface traces of the fault line. Secondary seismic hazards result from the interaction of ground shaking with existing bedrock and soil conditions and include liquefaction, ground subsidence and landslides. Water bodies affected by earthquake shock waves may demonstrate tsunamis along seacoasts and seiches in enclosed water bodies.

The devastating San Fernando earthquake of February, 1971 heavily influenced the California legislature to codify the approach to planning for the earthquake hazard. The Alquist-Priolo Special Studies Zones Act was signed into law in December, 1972 and went into effect on March 7, 1973. The purpose of this Act is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate thereby the hazard of fault-rupture (earthquake shaking) (Section 2621.5). Under the Act, the State Geologist (Chief of the Division of Mines and Geology) is required to delineate "Special Studies Zones" along known active faults in California. Cities and counties affected will be provided with Official Maps of these faults in order to regulate certain development projects within these zones. They must withhold development permits for sites within the special studies zones until detailed geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting (CDC, 1990 revision). The mapping of Special Studies Zones began in 1973 with attention to the most important known surface faults in California (e.g., the San Andreas, Calaveras, Hayward, and San Jacinto faults). As of January, 1990, 488 Official Maps of Special Studies Zones have been issued, and nearly 25 % of these have been re-studied and revised.

The most recent listing of cities and counties affected by the Alquist-Priolo Act does not include either the City of Colfax or Placer County. No rupture of the surface has resulted from faulting associated with earthquakes in Placer County. Possible surface rupture along the inferred Stampede Valley fault occurred, however, as close as 5 miles to the county during the Truckee Earthquake of 1966. This fault may extend into Placer County, (PCGPBR, 1994).

Based on present geologic knowledge of the City of Colfax and adjacent portions of Placer County, there is little likelihood of a Special Studies Zone being mapped based on an "active fault", which is one which has had surface displacement during the recent history. There is also no evidence of a "potentially active fault, "

7.2.2 Other Seismic Hazards

Ground Shaking

Several factors influence the amount of ground shaking at any locality. The principal ones are the distance from the epicenter of the fault movement, and the local bedrock-soil conditions. Bedrock areas will have a different shaking impact compared with areas underlain with softer, less consolidated materials. The stream valleys which are veneered with alluvium would thus be more likely to be affected by ground shaking, as would any areas with sand and mud.

Liquefaction

Where ever there is poorly consolidated material (such as sand and silt) and a shallow depth to groundwater, there is a potential for the soil to liquify during ground shaking. Only strong earthquakes provide sufficient intensity of shaking to cause liquefaction, but if one does, the soil can act as a fluid. Structures can tilt or sink, highway over crossings, levees, and bridge abutments can fail, and lateral ground movement can occur on slopes as low as three percent. Areas of Colfax that are most susceptible to such potential activity would be the beds of stream or sloped exposures. Site investigations and testing would have to be conducted in order to determine the potential for soil liquefaction as well as the potential for other seismic impacts.

Landslides

Slope failure due to mass movement processes under the influence of gravity can occur with or without an earthquake. Some of the most common conditions leading to slope failure include:

- the type of materials (unconsolidated , soft sediments or surficial deposits will move downslope more easily than consolidated, hard bedrock),

- structural properties of the materials (the orientation of rock-layering unit or sediments relative to slope directions),
- steepness of slopes (landslides occur more readily on steep slopes),
- water (landslides are generally more frequent in areas of seasonally high rainfall),
- vegetation type (trees with penetrating roots increase ground stability),
- proximity to areas undergoing active erosion (rapid undercutting makes nearby slopes more susceptible to landslides), and
- earthquake-generated ground shaking (strong ground shaking can trigger immediate ground failure or loosen materials and lead to future failure).

7.3 NON-SEISMIC GEOLOGIC HAZARDS

7.3.1 Erosion

Erosion of topsoil is generally of greatest concern on hillsides and along terrace sides and stream banks where runoff reaches its highest velocity. This can serve to undermine structures by carrying away supporting ground materials. Deposition of eroded materials can also create a hazard when debris is deposited at the base of a slope or where streams reach a confluence, thus impeding drainage. Erosion can be prevented or minimized by proper siting of development projects away from steep slopes and back from stream banks. Other mitigation includes: minimizing land form alteration, limiting vegetation removal, recontouring to allow for proper runoff and soil drainage, and revegetating or covering graded areas to slow runoff velocity and encourage slope stability. These measures should be followed in the City of Colfax due to its high potential for erosion. The Placer County General Plan Background Report identifies Colfax and the surrounding area as having soils that present a moderate to very high erosion hazard. The Hillside Development Guidelines (Appendix A) provide mitigation that assists in erosion reduction.

7.3.2 Structural Hazards

In a moderate to large earthquake historic and modern buildings that are not reinforced to current codes are considered structural hazards. Because of the age of many of the buildings in Colfax, a structural hazard does exist.

Most of the older structures that were constructed of brick are at risk in an earthquake. Many of these buildings serve business and commercial uses. For the most part these are unreinforced buildings. In times of earthquake the walls have potential for collapse and

movement off the foundation may occur. Retrofitting to current building codes should be considered when ever possible. It is the responsibility of the City Building Department to implement updates when ever possible. Buildings constructed under current codes do not present this hazard.

7.3.3 Fire Hazards

A major natural hazard system to be considered for many northern California communities is wildland burning. The wildfire hazard is the consequence of three main factors:

(1) A climatic pattern with long dry summers, clear skies with maximum solar radiation, high daytime summer temperatures, and extremely low relative humidity.

(2) Vegetation communities which often have adapted to this seasonal drought by becoming fire tolerant (e.g., chaparral), and have high fuel loading.

(3) Human settlement patterns which often are interspersed with areas of heavy vegetation/fuel accumulations along canyons, slopes, and foothill areas.

The City of Colfax is affected by these factors. A catastrophic wildfire has not affected Colfax in recent decades. The city and surrounding areas are designated as a "very high fire hazard area" , (PCGPBR). Construction within the city limits, as well as in Placer County is built under the Uniform Building Code. This provides for minimum fire safety requirements within the structures, as well as street and access requirements to aid in fire safety.

7.4 Hazardous Material / Waste

Trace metals and chemical compounds used in industry have caused toxic pollution of the environment and harmful effects on man. The concern for production, storage, transport, and disposal of hazardous materials/wastes arise in the wake of widely publicized health and safety problems due to improper handling.

Interstate 80 passes through Colfax. The bulk of trucks that carry hazardous materials that enter the County do so via this highway. The cargos consist of a wide range of hazardous substance. Although the road is well maintained and a controlled access roadway, there are some steep and sharp turns that severely tax the brakes and handling ability of these trucks. Additional hazardous materials are transported through Colfax on the Railroad.

In accordance with Assembly Bill 2948 (Tanner 1986), Placer County created a Hazardous Waste Management Plan. The City of Colfax is working in cooperation with Placer County to inventory hazardous materials/waste facilities, in the county and the Colfax area, to assure procedures for emergency notification response, pre-emergency planning

measures, and public safety information. The City and County have mutual assistance agreements for responses to hazardous material incidents.

7.5 Wastewater Treatment

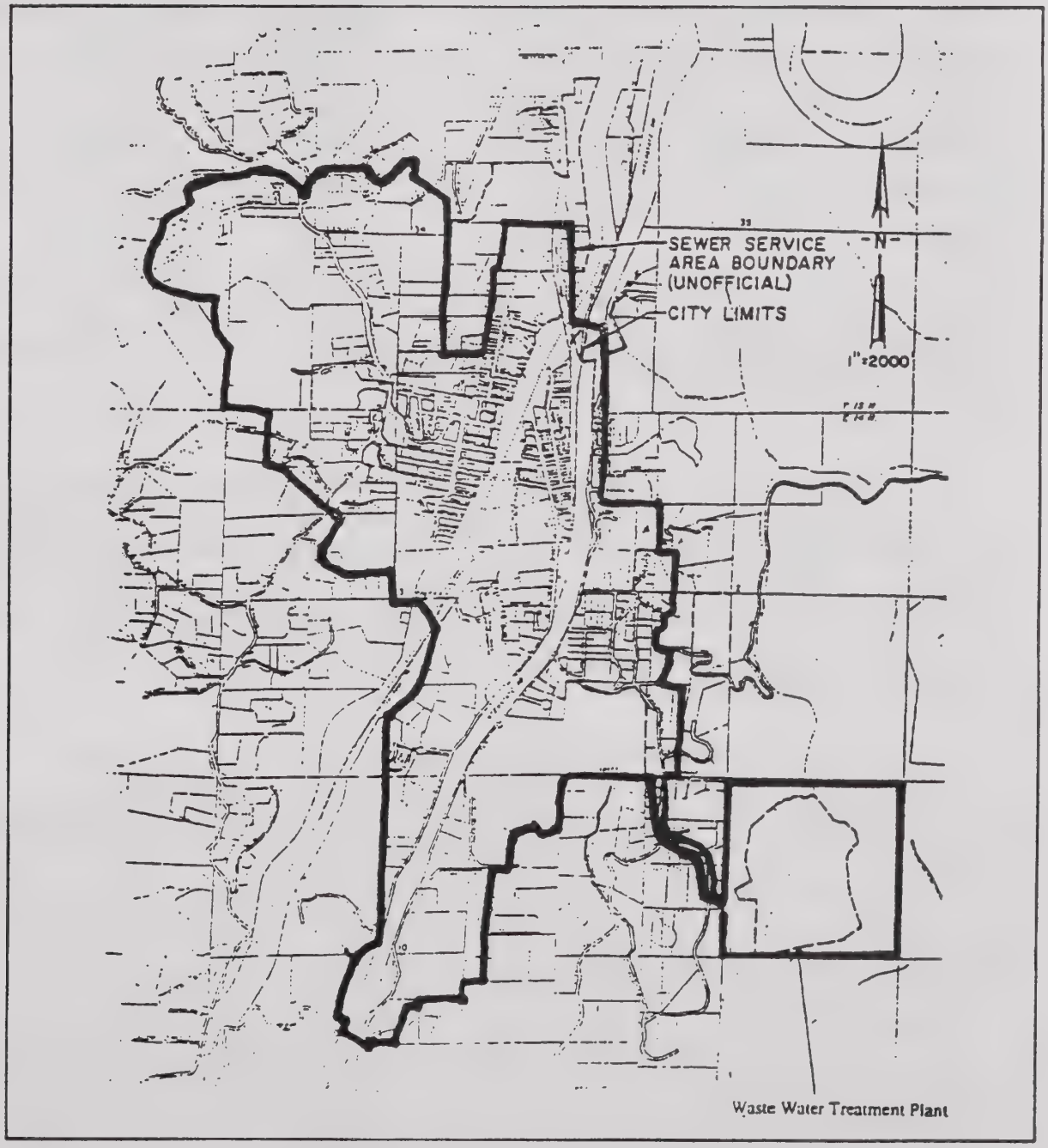
The City of Colfax wastewater collection system consists of about 49,000 linear feet of gravity sewer pipeline and 10,000 linear feet of force mains, serving most of the City and some outlying areas, including the High School and Elementary School. This system of collector pipes flows into the City's wastewater treatment plant (WWTP) located on approximately 70 acres southeast of the City. The WWTP was constructed in 1978 and has served the City's needs since that time. Figure 7-1 shows the area served by the City's WWTP. Much of the system that exists is part of the original system that was constructed starting in the early 1900's.

At the current time the WWTP is limited by the California Regional Water Quality Control Board (CRWQCB) to a dry weather inflow of 0.16 MGD (160,000 gallons per day) from May 1 through October 15. This is considered to be dry weather flow. As the City's development and service connections to the WWTP have increased, the flow into the system has also increased bringing concerns regarding these flow limitations. Attempts have been made to have the RWQCB raise the flow limitations, but these have been denied.

Bob Carton, the WWTP Manager estimates that there are currently 840 Equivalent Dwelling Units (EDU's) connected to the system. These EDU's are made up of commercial, residential, and public facilities. The WWTP is supplying wastewater disposal at this time for these customers. City staff stated that as new development is planned and projected the developers will expect to be served by the City and have access to the WWTP and its service.

The Monitoring Reports for the CRWQCB for May 1, 1997 through October 31, 1997 give a status on the inflow rates for the WWTP. The monthly totals of inflow are shown in Table 7-1. These reports reveal that the inflow was consistently at the approved inflow limits. This past winter a lightning strike at the WWTP damaged the inflow meter. A replacement was made in January of 1998. After calibration this new flow meter has shown that the previous flow meter was inaccurately recording inflow levels. June 1998 inflow levels are shown in Table 7-1. The June 1998 inflow levels are considerably lower than June 1997 (See Appendix E). The wastewater treatment plant manager states that the reduced inflows are a combination of the inaccurate inflow recording by the previous flow meter and work done to repair infiltration in the older parts of the wastewater transportation system. The average inflow at the WWTP for July 1998 was 0.136 million gallons per day. This is an approximate twelve percent (12%) improvement in inflow. If this reduction is applied to all 1997 dry weather inflows, the WWTP provides for increased service capacity for growth (Table 7-1).

Figure 7-1
Colfax Sewer Service Area Boundary



Map provided by City Staff

Table 7-1
Monthly Wastewater Treatment Inflow
May - Nov. 1997 and July 1998

Month	High Inflow	Low Inflow	Average Monthly Inflow	*Adjusted Average Monthly inflow
May, 1997	0.22 MGD	0.15 MGD	0.17 MGD	0.14 MGD
June, 1997	0.31 MGD	0.15 MGD	0.17 MGD	0.14 MGD
July, 1997	0.18 MGD	0.14 MGD	0.15 MGD	0.13 MGD
July, 1998	0.16 MGD	0.12 MGD	0.136 MGD	---------
August, 1997	0.17 MGD	0.14 MGD	0.15 MGD	0.13 MGD
September, 1997	0.17 MGD	0.14 MGD	0.15 MGD	0.13 MGD
October, 1997	0.34 MGD	0.13 MGD	0.17 MGD	0.14 MGD

Source: California Regional Water Quality Control Board, Monthly Self Monitoring Reports
* 12% adjustment based on new data provided by City

The potential for exceeding the inflow limit has been an ongoing concern of the City. The City staff has conducted various studies (Appendix F) in order to mitigate the situation. The CRWQCB has denied requests by the City to increase the allowed inflow. The WWTP Manager, in meeting with the consultant, stated that the plant can operate, without discharging, at an inflow rate up to 0.3 MGD. At these inflow rates, however, there would soon be no storage capacity and in the rainy season the storage pond would be full and discharging into the local watershed.

In a study prepared for the City of Colfax in 1992 by Chapier Martin and Associates, the overall condition of the wastewater collection system was evaluated. A portion of the system dates back to the early 1900's. It was constructed of 2'-3' lengths of clay pipe with mortared joints. It is the oldest part of the system that is suspect of a considerable amount of infiltration into the system during rainy periods. There is infiltration during the dry weather months. The report states that infiltration occurs through defective pipes, pipe joints, connections and manholes. This infiltration varies with groundwater levels which vary depending on the season. The infiltration is the greatest during rainy weather and lowers as the rain subsides. It is the conclusion of the 1992 study that most of the infiltration is rain induced. This infiltration may be as high as forty per cent of inflow (40%) during peak times. There may be some groundwater, springs, and even irrigation drainage infiltration that can affect the over all inflow. Some recommended repairs have been made and the City is continuing to make repairs as they becomes possible. It has yet to be determined what reduction of dry weather inflow will be achieved with the completion of these repairs.

Implementation of the General Plan with its Land Use Element will increase the inflow at the WWTP. The most recent data (Table 7-1) reveals that the WWTP is operating at an average dry weather inflow for May through October of 0.135 MGD. This is about fifteen per cent (15%) below the 0.16 MGD limit mandated by the CRWQCB.

The Land Use Element (LUE), when implemented, will encourage development by defining areas within the City for medium density and medium high density residential areas (See Figure 2-2). The LUE establishes medium density residential as areas that have 4.1 - 10.0 dwelling units (DUs) per acre. Medium high density residential will accommodate 10.1 - 29.0 DUs per acre. For future planning, the LUE uses an average of 7 DUs per acre for medium density and 12 DUs per acre for medium high density. There are 122 acres available for commercial development . Using current data from the City, the Equivalent Dwelling Units for commercial property is 3 per acre. The results are shown in Table 7-2.

One Issue that has not been considered in the projections of residential build out is the City of Colfax Hillside Development Guidelines (Appendix A). These guidelines were adopted in April, 1993. Their purpose is to ensure that development in hillside areas has the least environmental impact. No development is allowed where slopes exceed thirty percent (30%). Each development must meet these guidelines and be evaluated on an individual basis. This evaluation could reduce the density allowable in hillside areas. The consultant and City staff estimate that this reduction will be thirty-five percent (35%) for planning purposes. This would bring a reduction in potential residential development of 287 DU's. These reductions are shown on Table 7-2. This reduction can only be confirmed as each development is evaluated. The limitations placed on commercial development in these hillside locations are also estimated on Table 7-2.

Table 7-2
Potential Dwelling Unit Increases
City of Colfax

Residential Land Use	Vacant Acres in City	Dwelling Units Per Acre	Total Dwelling Units
Medium Density	97	4 (1.4)	388 (136)
Medium High Density	7	12 (4.2)	84 (29)
Commercial /Industrial	122	3 EDU (1)	366 EDU (122)
Hillside Development Guidelines Reduction			(287)**
Total (With Reduction)			**584**
Total (With out Reduction)			**871**

** (Reduction due to Colfax Hillside Development Guidelines)

The City uses a 200 gallon per day inflow for establishing an EDU. This volume is used for planning purposes. If this volume is used for future inflow projections, the inflow will increase from its current average dry weather inflow of 0.135 MGD at the WWTP by 0.11 MGD at total buildout. It is understood that there is no timetable that can accurately predict when or if the ultimate build out will be accomplished. The current growth trends in Colfax are about a two and one half percent (2.5%) per year. If this trend continues the existing WWTP can provide future development for seven to ten years. The estimates do not take into account any annexation, changes in plant capacity, or other unforseen events.

As the LUE is implemented the City and its planners and decision makers must be aware of the future limitations to the WWTP. The Housing Element, adopted in 1993 pointed to the potential limitation of sewer capacity beginning after 1997. The City staff has begun to develop a long range capital improvement program to increase capacity of wastewater inflow. This involves the design, funding and construction of additional wastewater treatment facilities. The conceptual design for additional treatment facilities is similar to those used by other municipalities with similar wastewater treatment conditions. Water conservation measures and continued infiltration repairs can help, but the long term solution involves the capital improvement of this portion of the City's infrastructure. The City's use of development fees can continue to maintain and finance the improvements needed to solve this limitation.

7.6 Public Protection Services

7.6.1 Fire

Fire Protection

The City of Colfax has their own fire department. It is one of six of the incorporated jurisdictions in Placer County that operates its own department. Support is also provided by California Department of Forestry (CDF). CDF is contracted by the county to over see volunteer companies and serve in various service areas.

The Colfax Fire Department consists of 1 paid part-time captain and 24 volunteer fire fighters. It is not in a fire district and receives its funding from property taxes. This funding is one half of one percent of the City's budget. This requires most repairs and maintenance to be done within the department itself.

Level of Service

Fire agencies are assigned an Insurance Service Organization rating (ISO) in order to determine insurance costs in the area. This rating reflects fire suppression response time based

on a schedule of ten public protection classifications that range from Class 1, which indicates the highest level of protection and usually affords properties the lowest insurance premium, to Class 10, which represents the lowest level of service and usually justifies higher insurance premiums. The rating for Colfax is 5. In Comparison to ISO ranges of 4 through 10 in other Placer County areas. The poorer (or higher) ratings generally occur in more rugged mountainous areas, with inadequate hydrants and insufficient water flow.

In addition to the standard operations of a fire company the department provides an Eagle Scout outpost as part of the department. This gives young persons of high school age and up the opportunity to learn fire protection and emergency response procedures that can lead to a career in fire protection.

At the present time the City and Fire Department personnel are developing an operational plan and policy to better serve the community. This plan will dictate future direction for the department and fire protection in the community, including policies and implementation measures.

7.6.2 Police

The City of Colfax police protection is provided by Placer County Sheriff's Department. In an agreement that began in 1996 the City contracted with the County to supply all law enforcement services including patrol, detectives, juvenile services, traffic enforcement and traffic accident investigation. The County provides service on a 24 hour per day basis. The targeted response time is 7 minutes for priority one (life threatening) calls within the city boundaries. For 1996/1997 the county assigns personnel as follows: (1) sergeant @ 75% time, (2) deputies @ 100%, and (1) deputy @ 50%. It will be necessary to evaluate this level of personnel as the City increases in population.

7.7 Safety Issues

The following issues and concerns identified by the Planning Commission need to be addressed:

- The review of Emergency Disaster Plan by City staff to include coordinated agency response to current potential emergencies and possible future emergencies.

- Encourage the development of an Educational Emergency Disaster Plan to educate citizens of typical fire and natural hazards.

7.8 Findings

The following findings are to address the above issues and concerns:

- Providing adequate levels of staffing for the fire department to ensure sufficient safety for the residents of Colfax is essential to the public welfare.
- There are buildings susceptible to fire or other natural hazards in the City of Colfax.

7.9 Goals, Policies, and Implementation Measures for Public Safety

Public Safety

Goal 7.9.1 To protect the community of Colfax from injury, loss of life, and property damage resulting from natural catastrophes and any hazardous conditions.

Policy 7.9.1.1 Require a review of all potential hazards in areas to be developed.

Policy 7.9.1.2 Identify potential natural catastrophes in areas to be developed.

Implementation Measures

7.9.1.A Make information relating to potential hazards on site specific areas in the City available to all City agencies and related City leadership and planners.

Seismic Safety

Goal 7.9.2 To effectively minimize risks associated with seismic hazards by regulating the design and siting of new development in the City of Colfax.

Policy 7.9.2.1 Avoid placement of critical structures, public facilities, and high-occupancy structures in areas prone to ground failure during an earthquake.

Policy 7.9.2.2 Establish acceptable seismic safety standards so that all new buildings shall be constructed to resist the stresses and ground shaking produced during earthquakes.

Policy 7.9.2.3 Require a review of all potential geological hazards, including seismic hazards, for all developments in identified hazardous areas.

Implementation Measures

7.9.2.A Record information on potential geologic and seismic hazards with parcel or subdivision maps.

7.9.2.B Review Building Code requirements to determine the adequacy of standards necessary to protect against all seismic hazards and to assure that the Code is current with the latest technological advances.

7.9.2.C Develop programs in cooperation with other public agencies to increase public awareness of seismic hazards and to educate the citizens of Colfax on public and private actions that can help to minimize injury and property loss before, during, and after an earthquake.

Geological Hazards

Goal 7.9.3 New development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or an adjoining properties.

Policy 7.9.3.1 Adequate mitigation shall be required on sites with landslide potential, or erodible soils to protect against injury and property damage and to assure a level of development which will not accelerate runoff or degrade water quality.

Policy 7.9.3.2 Replanting of vegetation following development shall be required on all slopes prone to erosion and/or instability. Drought resistant plant types shall be used for landscaping on post development slopes where excess water might induce land slippage or soil erosion.

Policy 7.9.3.3 Encourage clustering of development away from areas considered geologically unstable.

Implementation Measures

7.9.3.A Adopt and enforce a comprehensive Grading and Erosion Control Ordinance, requiring control of existing erosion problems, as well as the installation of erosion, sediment, and runoff control measures in new developments.

7.9.3.B Adopt regulations relative to zoning and subdivision ordinances which regulate land alterations, road construction or structural development on slopes of 15% or greater.

Wastewater Treatment

Goal 7.9.4 To insure the adequate wastewater collection, treatment and safe disposal.

Policy 7.9.4.1 The City shall limit development if the limits of the WWTP are reached.

Policy 7.9.4.2 The City shall promote efficient water use and reduced wastewater system demand by:

a. Require water-conserving design and equipment in new construction;
b. Encouraging retrofitting with water-conserving devices;
c. Design waste water systems to minimize inflow and infiltration to the extent economically feasible.

Policy 7.9.4.3 The City shall encourage pretreatment of commercial and industrial wastes prior to their entering community collection and treatment systems.

Policy 7.9.4.4 The City shall permit on-site sewage treatment and disposal on parcels where all current regulations can be met and where parcels have the area, soils, and other characteristics that permit such disposal facilities without threatening surface or groundwater quality or posing any other health hazards.

Implementation Measures

7.9.4.A The City shall proceed with the design, financing and construction of capital improvements of the current wastewater treatment system to meet future growth and development demands.

7.9.4.B City staff shall monitor and report quarterly to the City Council on the current inflow levels of the WWTP.

7.9.4.C The City shall continue to evaluate and collect development fees to cover the maintenance and improvements required in the wastewater system.

Fire Hazard Safety

Goal 7.9.5 To protect the public from wildland and urban fire hazards and reduce the risks of wildfires and structural conflagrations by mitigating or minimizing use and development in high fire hazard areas, and by maximizing fire prevention measures and citizen awareness of fire hazards.

Policy 7.9.5.1 All new development shall be constructed, at a minimum, to the fire safety standards contained in the Uniform Fire and Building Codes.

Policy 7.9.5.2 Require all new developments, including single family dwellings on existing parcels of record, to provide adequate access for fire protection.

Policy 7.9.5.3 Amend City Ordinances to include specific road standards developed in conjunction with Colfax Fire Department.

Implementation Measures

7.9.5.A Enforce the existing City Ordinance regarding weed abatement on lots and larger properties within city-limits.

7.9.5.B Adopt an ordinance for the provision of fire-resistant materials and landscaping, and the use of early warning systems such as sprinklers with alarms for all new developments.

7.9.5.C To the maximum extent feasible conduct-periodic inspections of vacant properties to ensure that dry weeds and other combustible fuels are not permitted to accumulate.

Police Safety

Goal 7.9.6 To work in conjunction with the County Sheriff's Department to evaluate existing and future police protection needs.

Policy 7.9.6.1 Work with the City Manager, City Council, Fire Department and all other related departments to develop an Emergency Service Plan.

Policy 7.9.6.2 The City shall develop and implement a Crime Prevention Plan .

Implementation Measures

7.9.6.A Enforce the Emergency Service Plan throughout the City.

7.9.6.B Evaluate the Crime Prevention Plan and update and change as needed to protect the quality of life in the City.

CHAPTER 8
ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT ELEMENT

8.1 Authority and Purpose

Local planning, through inclusion of an Economic Element in the General Plan, can be used to strengthen community development activities, enhance economic growth, and reinforce the planning process as a positive part of economic development. An improved local business climate which recognizes constraints and opportunities, expansion of local tax base, and enhanced employment are benefits of a planning effort that has an emphasis on economic development. An Economic Development Element can be directed at a wide range of economic issues. Reinforcement of the planning process through the adoption of an Economic Development Element can be an effective method of managing growth in order to achieve a broad range of community goals and objectives.

An Economic Development Element is not required under State law. However, California planning law states that "the general plan may include any element(s) or address any ...subject(s) which ... relate to the physical development (Government Code Section 65363)." The general plan guidelines, prepared by the Office of Planning and Research, states that "upon adoption, an optional element becomes an integral part of the General plan. It has the same force and effect as the mandatory elements and must be consistent with the other elements of the plan."

Through the General Plan the City of Colfax has the opportunity to strategically plan for the city and its role in a growing regional economy. This is done by providing for positive economic growth such as a full range of local employment opportunities, a more diversified local economy, greater capture of tourism, and increased retail sales.

The General Plan identifies goals, policies, and implementation measures which work to further economic self-sufficiency and foster a sound base to afford quality service levels while maintaining economic competitiveness and encourage retention of the City of Colfax's quality of life. The policies established in this element encourage economic activities that create employment opportunities that generate a positive sustained revenue flow into the City, maximize economic multiplier effects, and minimize reliance upon City services and expenditures. This element promotes and supports activities that provide a positive sustaining economic base for the City.

8.2 Colfax - Unique Qualities

The City of Colfax and the quality of life in the community are enjoyed by the residents that live there. The community enjoys qualities that place it in a position for future economic advancement. These conditions include its location, climatic conditions, commuting potential to other communities, and home town atmosphere. The economic potential can be improved with participation of residents, the business community, city government, educational leaders, Chamber of Commerce, Economic Development Committee and other concerned individuals

and organizations. A unified plan and effort will create an improvement in the economic position of the City.

Economic development looms as one of the preeminent issues confronting the City of Colfax. The vitality of the City's economy is a direct determinant of the extent to which local residents can afford and will enjoy, an adequate level of public services. A healthy economy is also necessary to ensure adequate employment opportunities for those living in the City. The availability of income to local wage earners and households, the natural consequence of economic vitality, is one key to City residents' enjoyment of a desirable quality of life.

Local public and political commitment to economic development is strong. The business community, as well as public and political leaders have placed economic issues at a high level of importance. A common key element of virtually all successful economic development programs at the local level in California is a strong emphasis on retention and expansion of existing local business. This is in addition to encouraging out of area businesses to locate in the City.

One important opportunity for the City is the expansion of its tourist related industry. Colfax is rich in historic and scenic qualities that lend themselves to development. Tourism related business provides great potential for economic development in the area.

Sales tax and property tax are the major source of revenue for the City of Colfax. Consequently it is in the best interest to promote commercial and retail business that can prosper in the community. The City's continual attention to development will help ensure that plans become reality.

The overwhelming opinion of residents in the community is that Colfax should retain its single-family residential character while encouraging commercial retail services and establishments. In order to attract new operations - retail, office, and light industrial- it is essential that the City of Colfax become involved in an active process to inform outside businesses of the opportunity presented in the City. This would increase the economic potential of Colfax that would enable the City to provide a improved quality of life. A fiscal analysis of the City's Chamber of Commerce and its Economic Development Committee supports this conclusion.

8.3 Economic Issues

The following issues and concerns identified by the Planning Commission need to be addressed:

- The need to strengthen economic health of the City and its commercial activities.
- City should provide adequate vacant land zoned for commercial and industrial uses in

relation to residential uses to provide for a Jobs/Housing Balance.

- Overall image. What do the people of Colfax think of themselves? What does the downtown look like? What does the non-downtown commercial area look like? Investors will look for a city that takes care of business, a city with community pride.

- The city itself. Is land or space available? Is it what developers want at a price they will pay? Is there appropriate zoning? Is there a qualified local labor force, cultural amenities, or schools? Negative factors that could discourage investment include high land costs, incompatible zoning or even high crime rates.

- Does Colfax make the permit process for development easy and painless? Is the time frame for the development permit process within acceptable limits? Excess time and inconsistent permitting processes can discourage potential investment.

- Is Colfax an inviting place for business? Is there adequate infrastructure and public service? Things that must be examined include public utilities, transportation, streets, parking, waste and sewage facilities, police services, fire protection, child care, education, recreation amenities and related items.

Knowing the City's strengths and weaknesses is essential to develop a plan for economic development. The Colfax Economic Development Committee should examine existing resources to create a viable plan. This plan should take into consideration the unique qualities of each neighborhood and district of Colfax. In creating a plan the positive and negative potential of development should be considered. It is essential to make changes that will improve economic conditions in the City. These improvements should include job creation, increased standard of living. Increased revenue for the City which will ultimately improve all aspects of community living. Any plan developed must be in line with the desires of the community.

In order to best meet the economic development needs of the community a comprehensive strategy must be developed in line with the City's strengths and potential. This strategy must include:

1. Rehabilitation and reconstruction of existing commercial buildings to current safety and design standards. This will increase the economic potential for these areas.

2. Development of underdeveloped or underutilized areas in order to attract new businesses, housing, and jobs.

3. Identification of parcels and areas within the City that have limiting factors such as size, shape, zoning, poor access, scattered ownership, or other limiting factors.

4. Provide and improve infrastructure including streets, storm drains, pedestrian pathways, water and sewer systems to accommodate development.

8.4 Findings

The following findings address the above issues and concerns:

- Current development and market need is not evaluated.
- There is no comprehensive economic plan for the City.
- Economic development in Colfax has been slower than other areas in Placer County.
- Need for continued downtown revitalization .
- Need of infill within older areas of City.
- Need for hotel/motel development in City.
- Need for a unified City tourism program.

8.5 Economic Goals, Policies and Implementation Measures

Goal 8.5.1 Strengthen the fiscal health of the city through the diversification of its economic base from a primarily residential emphasis to one more evenly balanced with commercial and industrial components.

Goal 8.5.2 Encourage development that will provide a wide and balanced range of goods and services while creating employment for the resident labor force.

Goal 8.5.3 To have an Economic Development Plan presented by the Economic Development Committee that would map out a strategy for over all community economic development.

Goal 8.5.4 Continue downtown revitalization.

Goal 8.5.5 Utilize whenever possible existing infrastructure and developed lots and areas for future infill.

Goal 8.5.6 Create an economic atmosphere that encourages retention of jobs and business within the City.

Policy 8.5.1 Encourage a full range of commercial establishments and facilities to serve

the residents of the community, to provide local employment opportunities, and to improve the community's tax base.

Policy 8.5.2 Support and encourage commercial uses that do not create adverse impacts on other nearby uses, including the continued rejuvenation of the historic business district for local and specialty shoppers.

Policy 8.5.3 Provide for the shopping and service needs of residents, conveniently and pleasantly, by clustering commercial establishments to enable one-stop shopping where ever possible.

Policy 8.5.4 Attract new industries, and promote commercial uses which provide employment for the resident labor force.

Policy 8.5.5 Monitor the net fiscal impact of all development one-time to determine the need, if any, to encourage or delay certain types of activity.

Policy 8.5.6 Encourage single-family, or single family planned development, over multi-family development.

Policy 8.5.7 Develop a fee structure to insure that one-time public improvement costs, including all requisite off-site improvements, are fully covered by the developer.

Policy 8.5.8 Require a fiscal impact analysis for all development projects for which environmental impact reports (EIRs) are prepared.

Policy 8.5.9 Maintain a working relationship with the Chamber of Commerce and the Economic Development Committee to attract new development to the City.

Implementation Measures

8.5.A Require that the Economic Development Committee develop an economic development plan and strategy for the City.

8.5.B Devise a capital improvement plan for infrastructure improvement and development. Including the implementation of community design standards for downtown development.

8.5.C Establish a priority of existing parcels in older areas of the City and provide incentives to utilize these parcels for infill development.

8.5.D Form a Tourism Council to encourage tourism within the City.

8.5.E Seek out developers and provide incentives for hotel/motel development along the I-80 corridor.

Chapter 9
References & Sources

REFERENCES & SOURCES

California Association for Local Economic Development, Sacramento, California.

California Integrated Waste Management Board, Sacramento, California.

California Air Resources Board and the California Environmental Protection Agency, Transportation-Related Land Use Strategies To Minimize Motor Vehicle Emissions: An Indirect Source Research Study, 1995.

City of Colfax, General Plan (1980).

City of Colfax, Housing Element (1993).

City of Corning, Visual Design Guidelines, Highway 99W Corridor.

Economic Development Element, Eldorado County General Plan, (1995).

Meta-Link, Bainbridge Island, WA, Economic Development Work Plan, (1995).

Office of Planning and Research, Sacramento, California, State of California "General Plan Guidelines" (1990).

Office of Planning and Research, Sacramento, California, State of California Planning , Zoning and Development Laws.

Placer County General Plan, (1993).

Placer County General Plan Background Report.

Placer County Air Pollution Control District, Auburn, California.

Placer County Air Pollution Control District, Auburn, California, Placer County 1991 Air Quality Attainment Plan.

Placer County Sheriff's Department, Auburn, California.

Placer County Transportation Planning Agency, Auburn, California.

Sacramento Area Council of Governments, Sacramento, California.

Sierra Planning Organization, Auburn California.

Spectrum Engineering, Fair Oaks, California.

State of California , Department of Conservation, Division of Mines and Geology. Sacramento, California.

State of California Department of Finance, Demographic Research Unit, Sacramento California.

State of California, Department of Finance, Sacramento, California.

State of California, Department of Transportation, Traffic Census Unit, Sacramento, California.

State of California, Regional Water Quality Control Board, Sacramento, California.

The Spink Corporation, Sacramento, California. "Ultimate Water Demand Study, for Placer County Water Agency (1993).

U.S. Bureau of the Census 1990.

Western Planning and Engineering, "Traffic Model of the City of Colfax" (1993).

CHAPTER 10
APPENDIX

Appendix A

City of Colfax
Hillside Development Guidelines

RESOLUTION NO. 29 -93

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLFAX ADOPTING HILLSIDE DEVELOPMENT GUIDELINES

WHEREAS, the City Council is authorized by Section 9-1.1685 of the Colfax Municipal Code to adopt Hillside Development Guidelines by resolution

NOW, THEREFORE, the City Council of the City of Colfax does hereby resolve to adopt the attached Hillside Development Guidelines.

PASSED AND ADOPTED this 13th day of April, 1993 by the following roll call vote:

AYES: Councilpersons Farrell, Hodges & Miller

NOES: Councilpersons Ralphy & Chadd

ABSENT: None

Mayor

ATTEST:

City Clerk

CITY OF COLFAX HILLSIDE DEVELOPMENT GUIDELINES

Statement of Purpose

Section 1.

The following Hillside Development guidelines are intended to ensure the appropriate development of hillside areas. The guidelines are for the use, development, or alteration of land in Hillside areas. The Guidelines are to be utilized to provide direction to encourage development which is sensitive to the unique characteristics common to hillside properties. The purpose for the Guidelines is to protect existing hillsides and to encourage innovation, to the extent that the end result is one which respects the hillside and is consistent with the goals and policies of these guidelines. The guidelines shall be used by the Planning Commission and the City Council in evaluating those development proposals. We expect developments will innovate beyond the minimum guidelines herein specified.

The purpose of these guidelines is:

A. To preserve and protect hillside areas in order to maintain the identity, image and environmental quality of the City of Colfax;

B. To maintain an environmental equilibrium consistent with the native vegetation, animal life, geology, slopes, and drainage patterns;

C. To facilitate hillside preservation through appropriate development guidelines of hillside areas. The guidelines are intended to provide direction and encourage development which is sensitive to the unique characteristics common to hillside properties including land form, vegetation and scenic quality among others. Innovation in design is encouraged as long as the end result is one which respects the hillside and is consistent with the purposes expressed in this section and in the goals and objectives of the General Plan;

D. To ensure that development in the hillside areas shall be concentrated in those areas with the least environmental impact and shall be designed to fit the existing land form; consideration should be given to clustered housing.

E. To preserve significant features of the natural topography, including swales, canyons, knolls, ridgelines, and rock outcrops. Development may necessarily affect natural features by, for example, roads crossing ridgelines. Therefore, a major design criterion shall be the minimization of such impacts;

F. To provide a safe means of ingress and egress for vehicular and pedestrian traffic to and within hillside areas, with minimum disturbance to the natural terrain;

G. To correlate intensity of development with the steepness of terrain in order to minimize grading, removal of vegetation, land instability and fire hazards;

H. To provide in hillsides, alternative approaches to conventional flat land development practices by achieving land use patterns and intensities that are consistent with the natural characteristics of hill areas such as slopes, land form, vegetation and scenic quality; and

I. To encourage the planning, design and development of home sites that provide maximum safety with respect to fire hazards, exposure to geological and geotechnic hazards, drainage, erosion and siltation, and materials of construction; provide the best use of natural terrain; and to prohibit development what will create or increase fire, flood, slide, or other safety hazards to public health, welfare, and safety.

J. The intention of these Guidelines is not necessarily to reduce density, but to insure a viable product, clustering should be considered, any unreasonable density will be questioned.

Section 2.

A. **Definitions:** The following definitions shall apply to this Section:

CONTOUR: A line drawn on a plan which connects all points of equal elevation.

CONTOUR GRADING: A grading technique designed to result in earth forms which resemble natural terrain characteristics. Horizontal and vertical curve variations are often used for slope banks. Contour grading does not necessarily minimize the amount of cut and fill occurring.

CUT: The mechanical removal of earth material.

CUT AND FILL: The excavating of earth material in one place and depositing of it as fill in an adjacent place.

DRIVEWAY: A means of access over private property to a singe residential unit.

EFFECTIVE BULK: The effective visual bulk of a structure when seen from a distance of from below.

ELEVATION: Height or distance above sea level.

EROSION: The process by which the soil and

rock components of the earth's crust are worn away and removed from one place to another by natural forces such as wind and water.

FILL: A deposit of earth material placed by artificial means.

FINISH GRADE: The final elevation of the ground surface after development, which is in conformity with the approved plan.

GRADING: To bring an existing surface to a designed form by excavating, filling, or smoothing operations.

HILLSIDE: Refers to a parcel of land which contains grades in excess of 10%

NATURAL SLOPE: A slope which is not man-made. A natural slope may retain natural vegetation during adjacent grading operations or it may be partially or completely removed and replanted.

PAD: A level area created by grading to accommodate development.

RIDGE: A long, narrow, conspicuous elevation of land.

ROADWAY: A means of access over private property to more than one residential unit.

SLOPE: An inclined ground surface, the inclination of which is expressed as a ratio of horizontal distance (run) to vertical distance (rise), or change in elevation. The percent of any given slope is determined by dividing the rise by the run, multiplied by 100.

SLOPE, MAN-MADE: A manufactured slope consisting wholly or partially of either cut or filled material.

SLOPE TRANSITION: The area where a slope bank meets the natural terrain or a level graded area either vertically or horizontally.

B. Hillside Designation

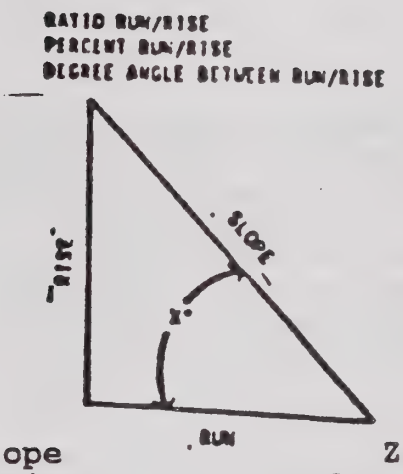
The following are guidelines for hillside slope categories to ensure that development will complement the character and topography of the land. The guidelines for one category may be applied to limited portions of the property in an adjacent category when a project is developed on property in more than one slope category. Clustering should be considered.

Slope Category	% Natural Slope	Site Guidelines
1	10 to 20	Special hillside architectural and design techniques that minimize grading are desired in this Slope Category. Structures shall conform to the natural topography and

		natural grade by using techniques such as split level foundations of greater than 18 inches, stem walls, stacking and clustering. Conventional grading may be considered by the city for limited portions of a project when its plan includes special design features, extensive open space or significant use of green belts.
2.	20 to 30	Development within this category shall be restricted to those sites where it can be shown that safety, environmental and aesthetic impacts can be minimized. Use of large lots, variable setbacks and variable building structural techniques such as stepped foundations are expected. Structures shall be designed to minimize the visual impact of their bulk and height. The shape, materials, and colors of structures shall blend with the natural environment. The visual and physical impact of driveways and roadways shall be minimized by eliminating sidewalks, and reducing their widths to the minimum required for emergency access and following natural contours, using grade separations where necessary and otherwise minimizing grading.
3.	30 & over	This is an excessive slope conditions and development is extremely limited.

C. Density Within Single-Family Residential Zones

The maximum number of residential dwelling units which may be permitted to be constructed on a given parcel of land shall be the calculated base zoning development limit less the number eliminated due to environmental constraints as determined pursuant to these guidelines.



Average % of Slope In Natural Condition	Zoning Density Allowed If No Clustering is Presented
0 - 10%	100%
10.1 - 15%	80%
15.1 - 20%	60%
20.1 - 25%	40%
25.1 - 30%	20%
over 30%	0%

The combined maximum "percentage of base zoning density allowed" shall not reduce total number of units to less than 25% of maximum base zoning for an individual project.

1. Environmental Constraints - The maximum number of residential dwelling units shall be as determined by environmental assessment, unless such development constraints can be shown to have been eliminated or mitigated to the satisfaction of the Planning Commission or of the City Council on appeal.

2. Exemption - Other provisions of this subsection to the contrary notwithstanding, lots of record as of the date of adoption of these guidelines shall be entitled to a minimum of one dwelling unit, provided that required zoning and land development criteria are met.

3. Administration - These guidelines shall be administered in conjunction with the provisions of Title 9, Chapter 20 of the Colfax Municipal Code. Where a conflict or inconsistency exists, the more restrictive regulation shall apply.

D. Hillside Development Guidelines.

The following Hillside Development Guidelines are intended to ensure the appropriate development of hillside areas. The Guidelines are for the use, development, or alteration of land in Hillside areas. The Guidelines are to be utilized to provide direction to encourage development which is sensitive to the unique characteristics common to hillside properties.

The purpose for the Guidelines is to protect existing hillsides and to encourage innovation, to the extent that the end result is one which respects the hillside and is consistent with the goals and policies of these guidelines. The Guidelines shall be used by the Planning Commission and the City Council in evaluating those development proposals in which it is proposed to go beyond the minimum density standards herein specified.

Section 3. **Application Filing Requirements**

For all site development applications requiring Planning Commission review, the following information shall be submitted for proposed development areas in which topography exceeds 10%:

A. A natural features map, which shall identify all existing slope banks, ridgelines, canyons, natural drainage courses, federally recognized blue line streams, rock outcroppings, and existing vegetation or accomplished by aerial photograph or site visit.

B. A conceptual grading plan, which shall include the following items in addition to those required by the Municipal Code or as part of the Submittal Requirements Checklist:

1. A legend with appropriate symbols which should include, but not be limited to, the following items: significant retaining walls and curbs and burms, significant trees, spot elevations as identified by paragraph A, pad and finished floor elevations, and change in direction of drainage.

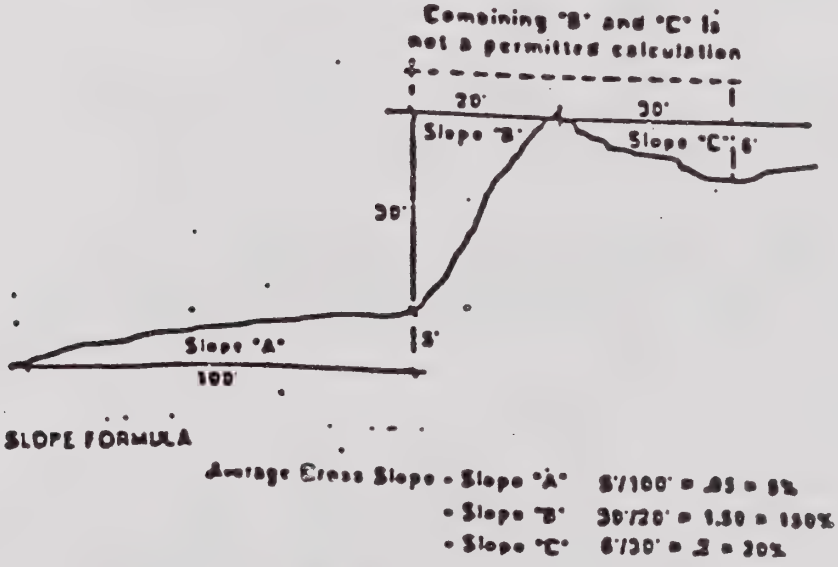
2. A map with proposed fill areas colored in brown and cut areas colored in red.

3. Contours shall be shown for existing and natural land conditions and proposed work. Existing contours shall be depicted with a dashed line with every fifth contour darker, and proposed contours shall be depicted as above except with a solid line. Contours shall be shown according to the following schedule:

Natural Slope	Maximum Interval Feet
0% to 20%	2
Above 20%	5

C. A slope analysis map for the purpose of determining the amount and location of land as it exists in its natural

state falling into each slope category as specified below. For the slope map, the applicant shall use a base topographical map of the subject site, prepared and signed by a registered civil engineer or licensed land surveyor, which shall have a scale of not less than 1 inch to 100 feet and a contour interval may be 5 feet when the slope is more than 20 percent. This base topographical map shall include all adjoining properties within 150 feet of the site boundaries. Delineate slope bands in the range of to 10 percent, 10 up to 20 percent, 20 up to 30 percent, 30 percent or greater. Also included shall be a tabulation of the land/area in each slope category specified in acres.



The exact method for computing the percent slope and area of each slope category should be sufficiently described and presented so that a review can be readily made. Also, a heavy, solid line indicating the 10 percent grade differential shall be clearly marked on the plan, and an additional copy of the map shall be submitted with the slope percentage categories depicted in contrasting colors.

D. Provide a sufficient number of slope profiles to clearly illustrate the extent of the proposed grading. A minimum of 3 slope profiles shall be included with the slope analysis. The slope profiles shall include the greatest topographical relief or differences as possible; more may be requested based on the project.

   1. At least two of the slope profiles shall be roughly parallel to each other and roughly perpendicular to existing contour lines.

E. Both the slope analysis and slope profiles shall be stamped and signed by either a registered landscape architect, civil engineer, or land surveyor indicating

the datum, source, and scale of topographic data used in the slope analysis and slope profiles, and attesting to the fact that the slope analysis and slope profiles have been accurately calculated and identified.

F. Tentative maps and final maps shall accurately depict the building envelope for each lot when required by the Planning Director or Planning Commission.

G. Exceptions to the filing requirements shall be determined by the City Planner or Planning Commission.

Section 4. Public Safety Standards.

A. Fire Protection Standards

1. Review plans and obtain comments from Fire Marshall/Fire Chief.

B. Grading

The following standards define basic grading techniques which are consistent with the guidelines and avoid unnecessary cut and fill. Refer also to Code sections for site development.

1. Standards.

a. Grading shall be phased so that prompt revegetation or construction will control erosion. Where possible, only those areas which will be built on, resurfaced, or landscaped shall be disturbed. Top soil shall be stockpiled during rough grading and used on cut and fill slopes. Revegetation of cut and fill slopes shall occur within three (3) months (weather permitting) to the satisfaction of the City.

b. Grading operations shall be planned to avoid the rainy season, October 15 to April 15.

c. Cut slopes for purposes of establishing building pads shall not exceed twenty (20) feet in height and fill slopes shall not exceed eight (8) feet in depth at any point on the site.

d. Retaining walls associated with lot pads are limited to:

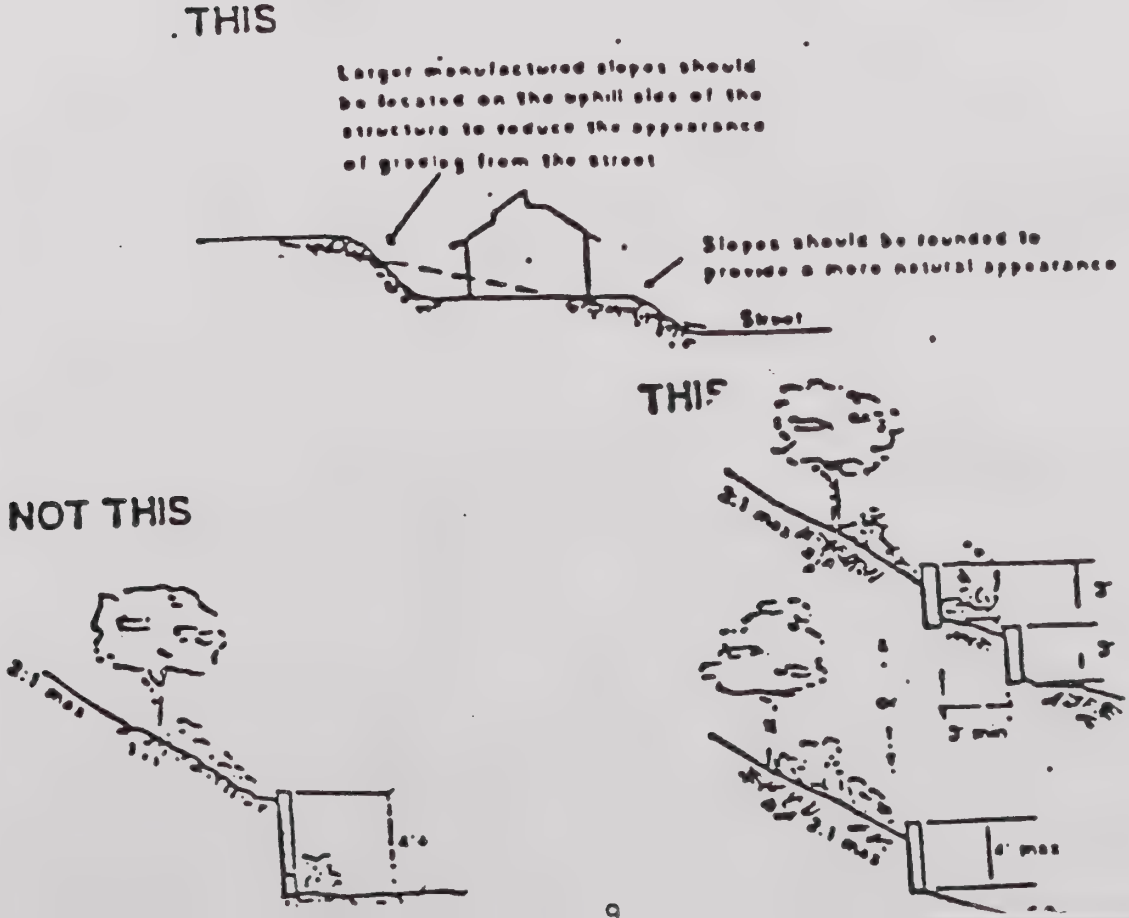
i. Upslope (from the structure) walls not to exceed six (6) feet in height. Terraced retaining structures may be utilized which are separated by a minimum of three (3) feet and appropriate landscaping.

i Downslope (from structu , walls not to exceed three and 1/2 (3 1/2) feet in height. Where an additional retained portion is necessary due to unusual or extreme conditions, (such as lot configuration, steep slope or road design) then the use of terraced retaining structures shall be considered on an individual lot basis. Terraced walls shall not exceed three (3) feet in height and shall be separated by a minimum of three (3) feet and appropriate landscaping. Terracing shall not be used as a typical solution within a development.

iii. Retaining walls which are an integral part of the structure shall not exceed eight (8) feet in height. Their visual impact shall be mitigated through contour grading and landscape techniques.

e. Contour grading techniques should be used to provide a variety of slope percentage and slope direction in a three dimensional undulating pattern similar to existing, adjacent terrain. Hard edges left by cut and fill operations should be given a rounded appearance that closely resembles the adjacent natural contours.

f. Where possible, graded areas should be designed with manufactured slopes located on the uphill side of structures, thereby, hiding the slope behind the structure.



g. The following factors shall be taken into consideration in the design of a project:

   a. When space and proper drainage requirements can be met with approval by the City Engineer, rounding of slope tops and bottoms shall be accomplished.

   b. When slopes cannot be rounded, vegetation shall be used to alleviate a sharp, angular appearance.

   c. A rounded and smooth transition shall be made when the planes of man-made and natural slopes intersect.

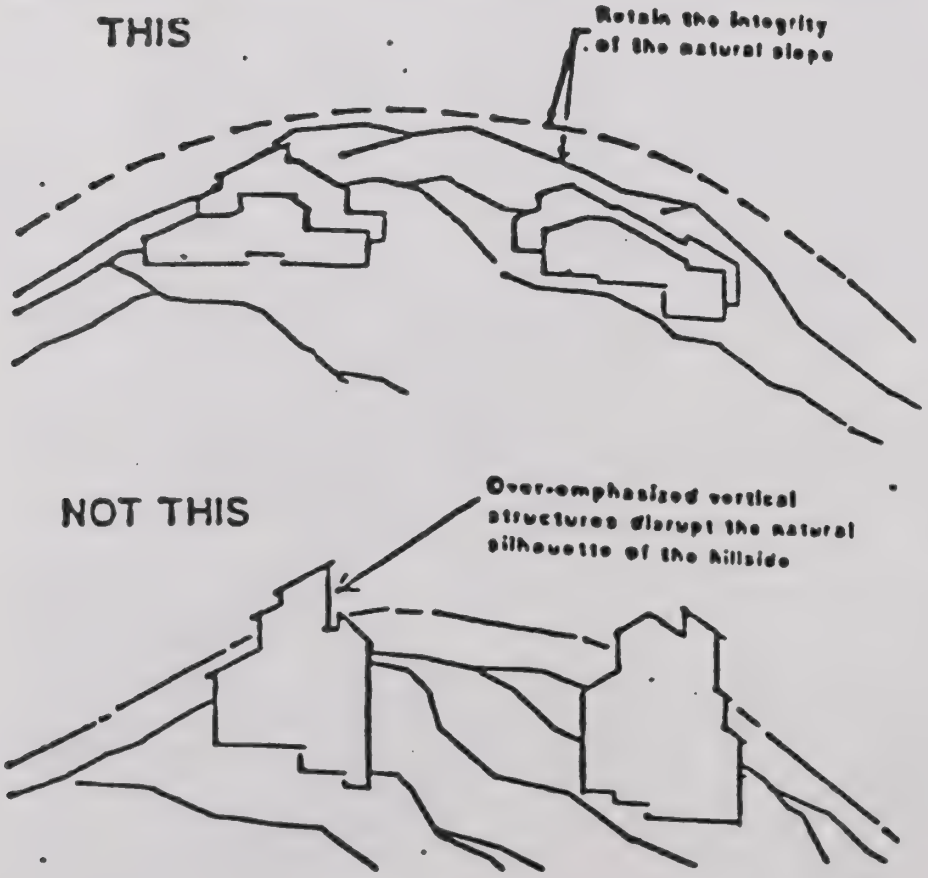
   d. When significant landforms are "sliced" for construction, the landforms shall be rounded as much as possible to blend into natural grade.

   e. Manufactured slope faces shall be varied to avoid excessive "flat-planed" surfaces.

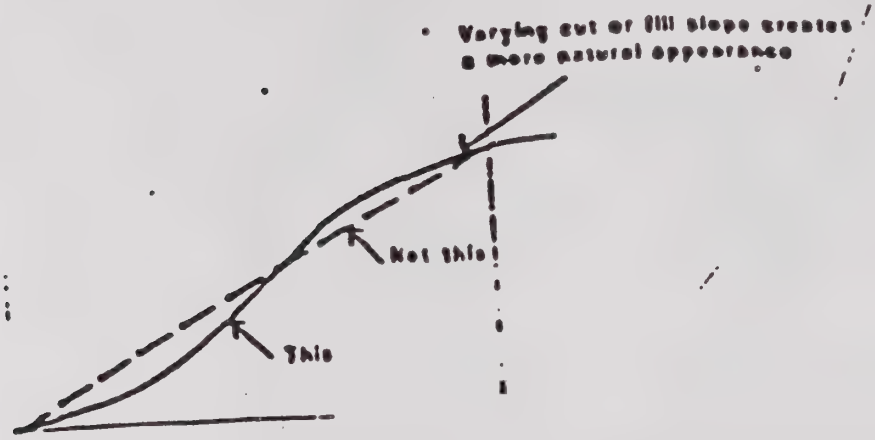
h. No manufactured slope shall exceed 30 feet in height between terraces or benches.

EXAMPLES OF DESIGN:

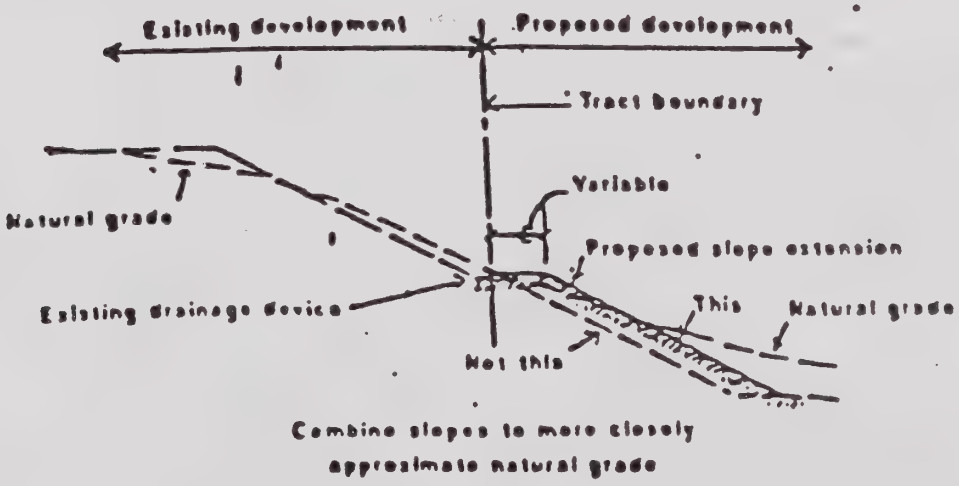
a. Maintain roof lines below crest of ridgelines



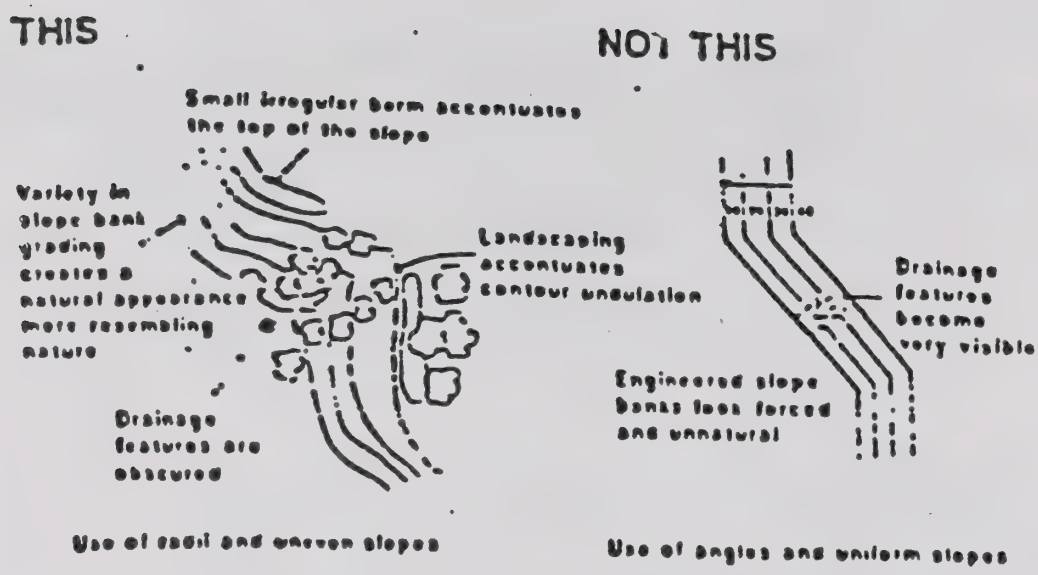
b. Where cut or fill conditions are created, slopes should be varied rather than left at a constant angle which may be unstable or create an unnatural, rigid, "man-made" appearance.



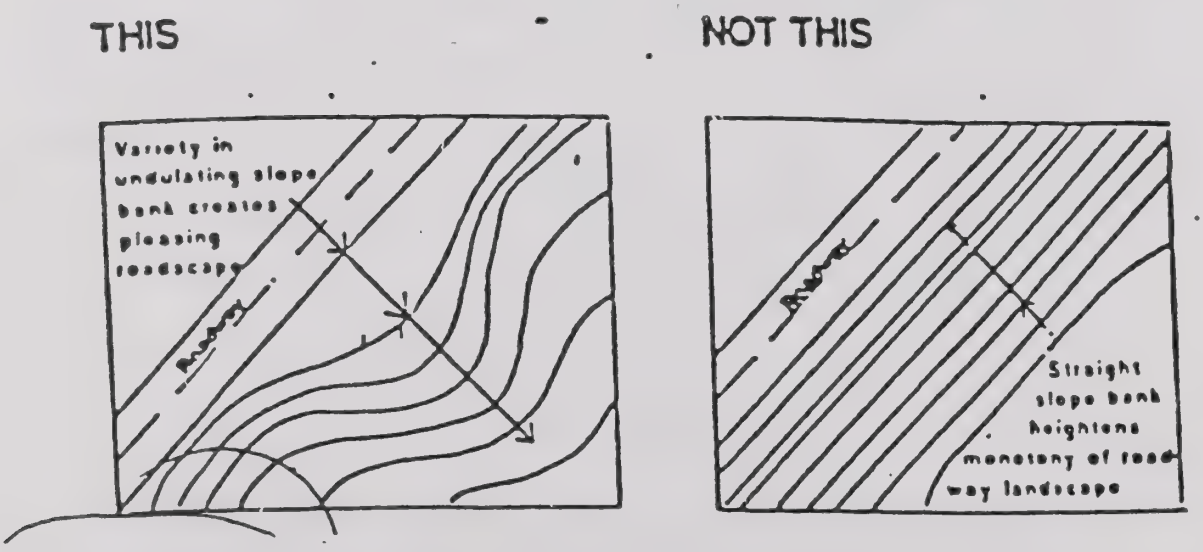
c. The angle of any graded slope should be gradually adjusted to the angle of the natural terrain.



d. Hard edges left by cut and fill operations should be given a rounded appearance that closely resembles the natural contours of the land.



d. Manufactured slopes adjacent to roadways should be modulated by sufficient berming, regrading, and landscaping to create visually interesting and pleasing streetscapes.



Section 5. **Drainage**

A. Where a conflict exists between the provisions of this section and Chapter 70 of the Uniform Building Code, the drainage, soils and geology provisions of Chapter 70 shall prevail, unless in the opinion of the City Engineer, the provisions of this section meet sound engineering standards consistent with the standards of Chapter 70.

B. Standards.

1. Debris basins, rip rap, and energy dissipating devices shall be provided where necessary to reduce erosion when grading is undertaken. Except for necessary flood control facilities, significant natural drainage courses shall be protected from grading activity. In instances where crossing is required, a natural crossing and bank protection shall be preferred over steel and concrete systems. Where brow ditches are required, they shall be naturalized with plant materials and native rocks.

2. Building and grading permits shall not be issued for construction on any site without an approved location for disposal of runoff waters, including but not limited to such facilities as a drainage channel, public street or alley, or private drainage easement.

3. All cuts shall be protected from erosion.

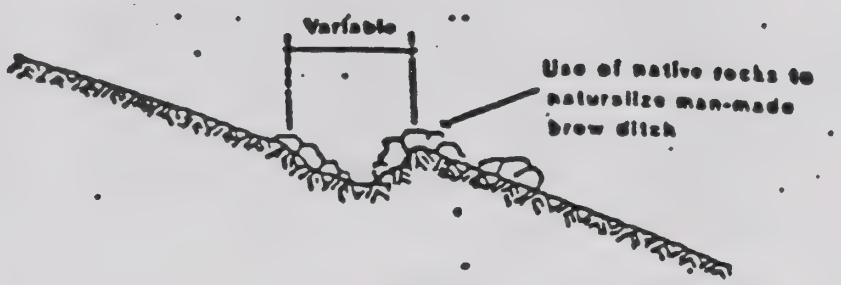
4. The use of cross lot drainage shall be subject to Planning Commission review and may be approved after demonstration that this method will not adversely affect the proposed lots or adjacent properties, and that it si absolutely required in order to minimize the amount of grading which would result with conventional drainage practices. Where cross lot drainage is utilized, the following shall apply:

   a. Project Interiors - Drainage facilities may cross lots if an easement is provided and either within an improved, open V-swale gutter, which has a naturalized appearance, or within a closed drainage pipe which shall be a minimum twelve (12) inches in diameter. This drainage shall be conveyed to either a public street or to a drainage easement. If drainage is conveyed to a private easement, it shall be maintained by a homeowners association, otherwise the drainage shall be conveyed to a public easement. The easement width shall be determined on an individual basis and shall be dependent on appropriate hydrologic studies and access requirements.

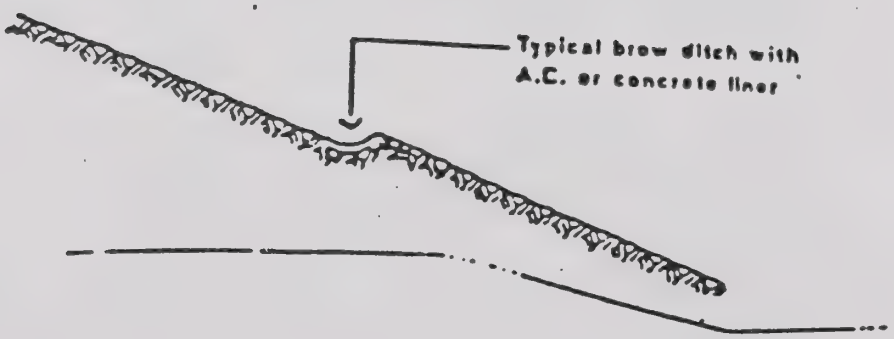
   b. Project Boundaries - Onsite drainage shall be conveyed in an improved open V-swale, gutter, which has a naturalized appearance or within an underground pipe in either a private drainage easement, which is to be maintained by a homeowner's association, or it shall be conveyed in a public easement. The easement width shall be dependent on appropriate hydrologic studies and access requirements.

DESIGN EXAMPLE: BROW DITCH @ TOP OF SLOPE.

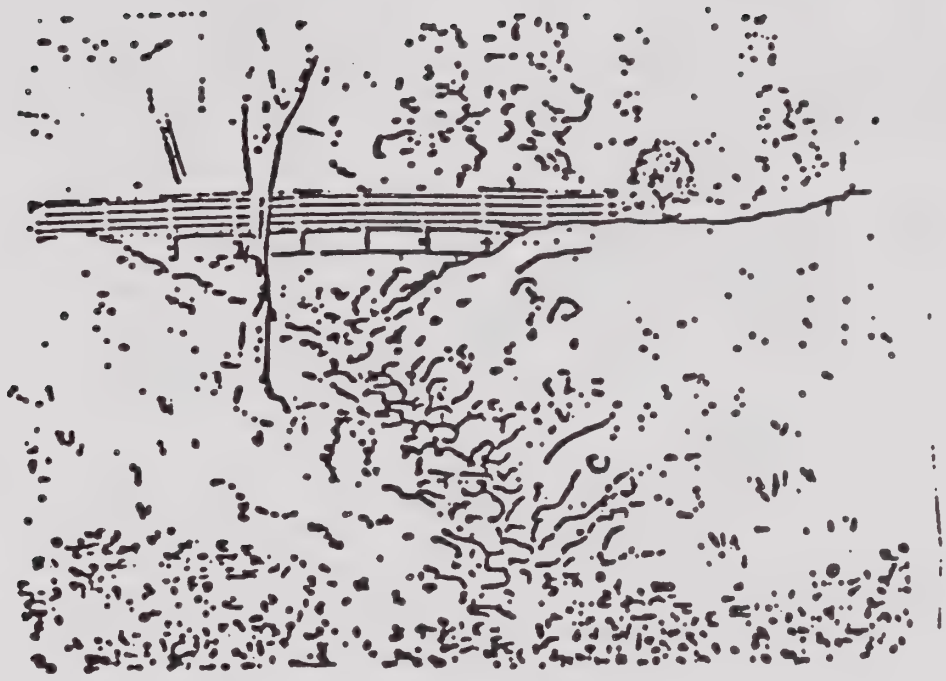
. THIS



NOT THIS



C. Where possible, drainage channels should be placed in inconspicuous locations, and more importantly, they should receive a naturalizing treatment including native rock, colored concrete and landscaping, so that the structure appears as an integral part of the environment.



D. Natural drainage courses should be preserved and enhanced to the extent possible. Rather than filling them in, drainage features should be incorporated as an integral part of the project design.

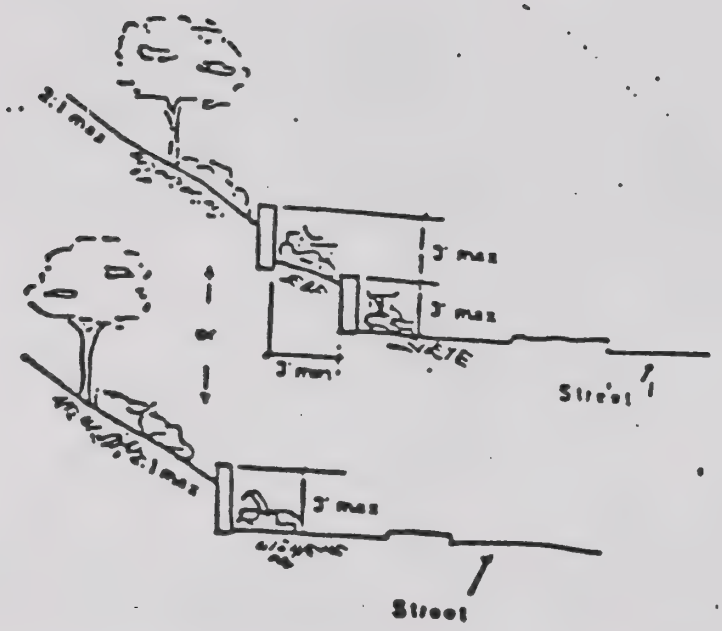
Section 6. **Access and Parking**

A. Standards.

1. Normal driveway slopes should not exceed 15%. Driveway grades up to a maximum of twenty (20) percent may be permitted under sever grading circumstance if approved by the City Engineer, and shall be aligned with the natural contours of the land. Proper design considerations shall be employed, including such items as vertical curves and parking landings. In any case, parking landings shall be utilized on all drives over ten (10) percent grade.

2. Grooves for traction shall be incorporated into the construction of driveways with a slope of twenty (20) percent or combine a coarse paving matter into the construction.

THIS



3. Where retaining walls are necessary adjacent to roadways or within street setbacks, they shall be limited to three (3) feet in height in order to avoid obstruction of motorists' and pedestrians' field of view, and to create an aesthetically pleasing streetscape. No more than three (3), three (3) foot high terraced or stepped retaining wall shall be utilized which are separated by a minimum of three (3) feet and appropriate landscaping. Slopes not greater than fifty (50) percent (or 2:1) will be permitted upon review and approval by the Fire Marshall.

4. Driveways shall enter public/private streets maintaining adequate line of sight.

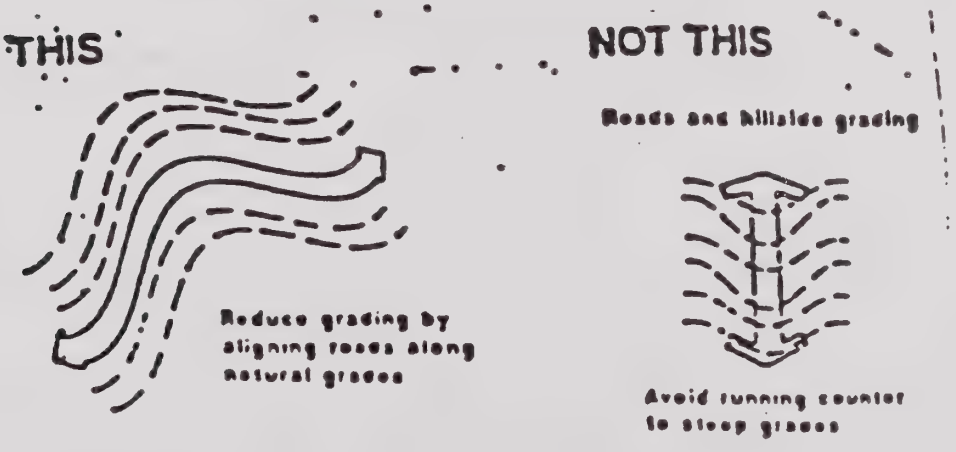
5. Cul-de-sacs to a maximum of 750 feet in length may be permitted with a maximum of 30 dwelling units, and to a maximum of 1000 feet in length with a maximum of 20 dwelling units and shall terminate with a turn around area not less than 35 feet in radius to curb face. Interim dead-end roads which will be extended in the future shall not be defined as cul-de-sacs.

6. In major subdivisions with only one (1) primary access, a secondary emergency access shall be provided.

7. All other street improvement standards shall conform to standard plans and specifications for public streets of the City of Colfax, or as approved for each individual project.

8. The Planning Commission or City Council may approve modifications to the above right-of-way design standards provided such modifications are in substantial conformance with the objectives stated in this section, without the need for a variance application.

9. Roadways and driveways, where feasible, should conform to the natural landform. They should not greatly alter the physical and visual character of a hillside by creating large notches in ridgelines or by defining wide straight alignments or by building switch-backs on visually prominent hillside, split sections and parking bays should be utilized in the layout of hillside streets.





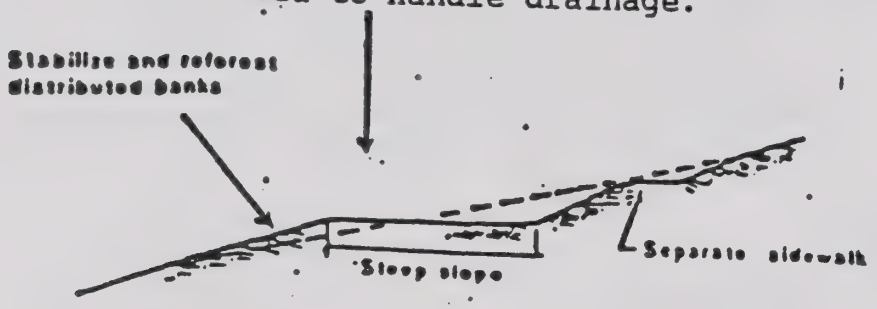
To get from A to B, route selection would be somewhere between perpendicular and parallel to the contours

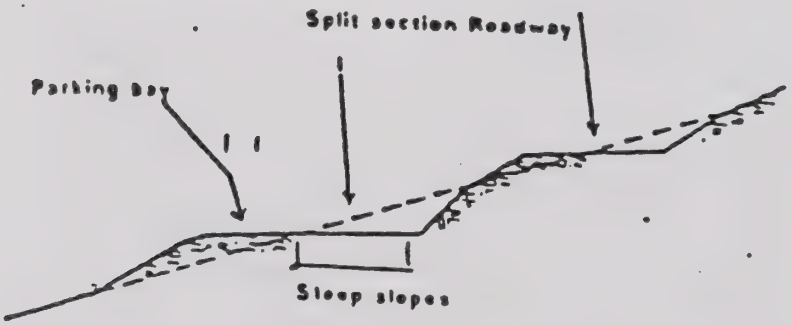
10. Where road construction is permitted in hillside areas, the extent of vegetation disturbance and visual disruption should be minimized by the combined use of retaining structures and regrading to approximate the natural slope. The following techniques should be used where feasible:

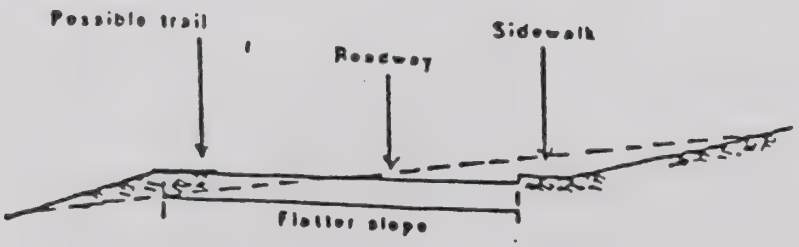
    a. Utilize landform planting in order to create a natural appearance and provide a sense of privacy.

    b. Reduce the visual and safety impacts by use of terraced retaining walls and landscaping.

    c. Split roadways increase the amount and appearance of landscaping and the median can be used to handle drainage.



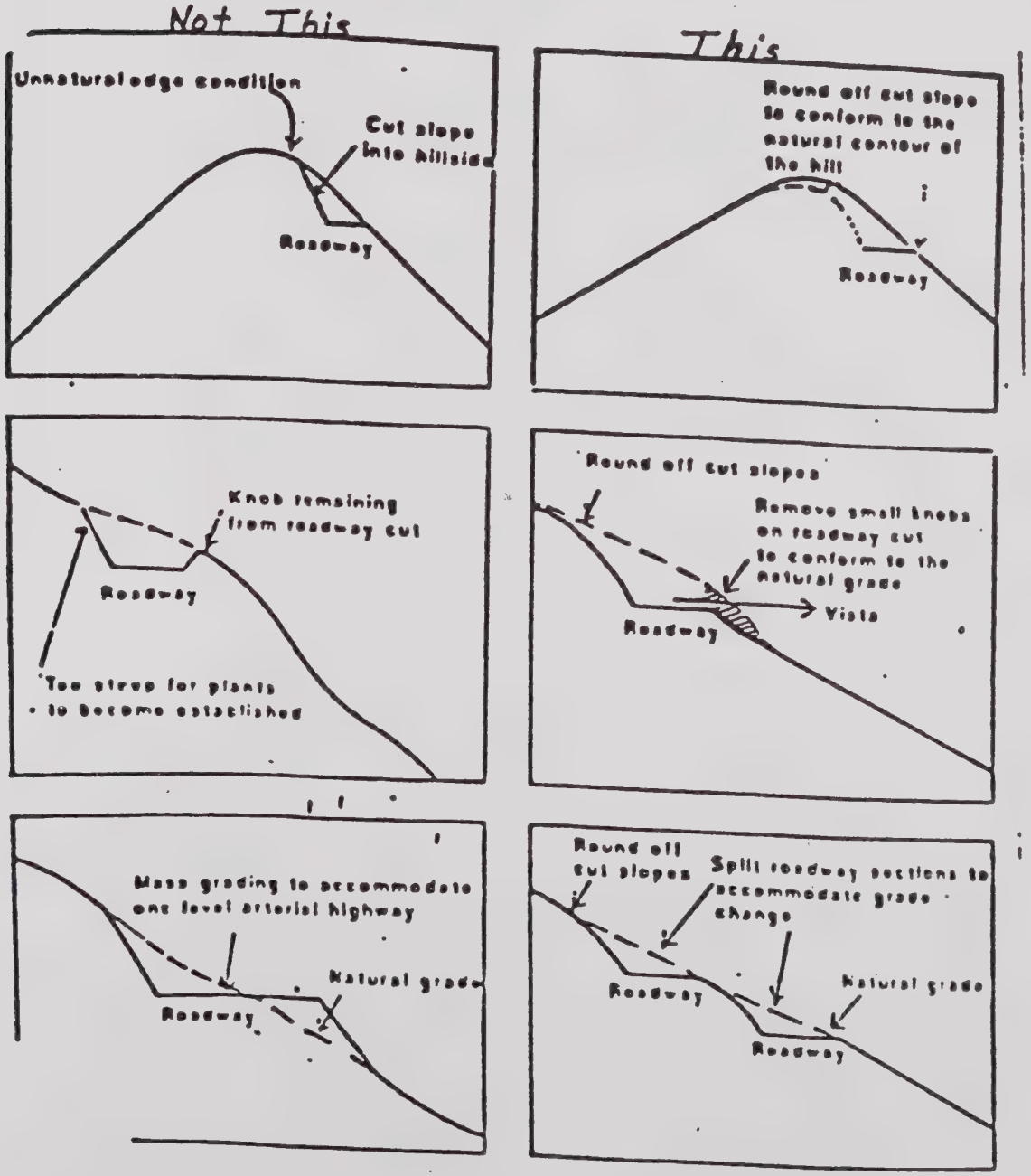




Section 7. Trails

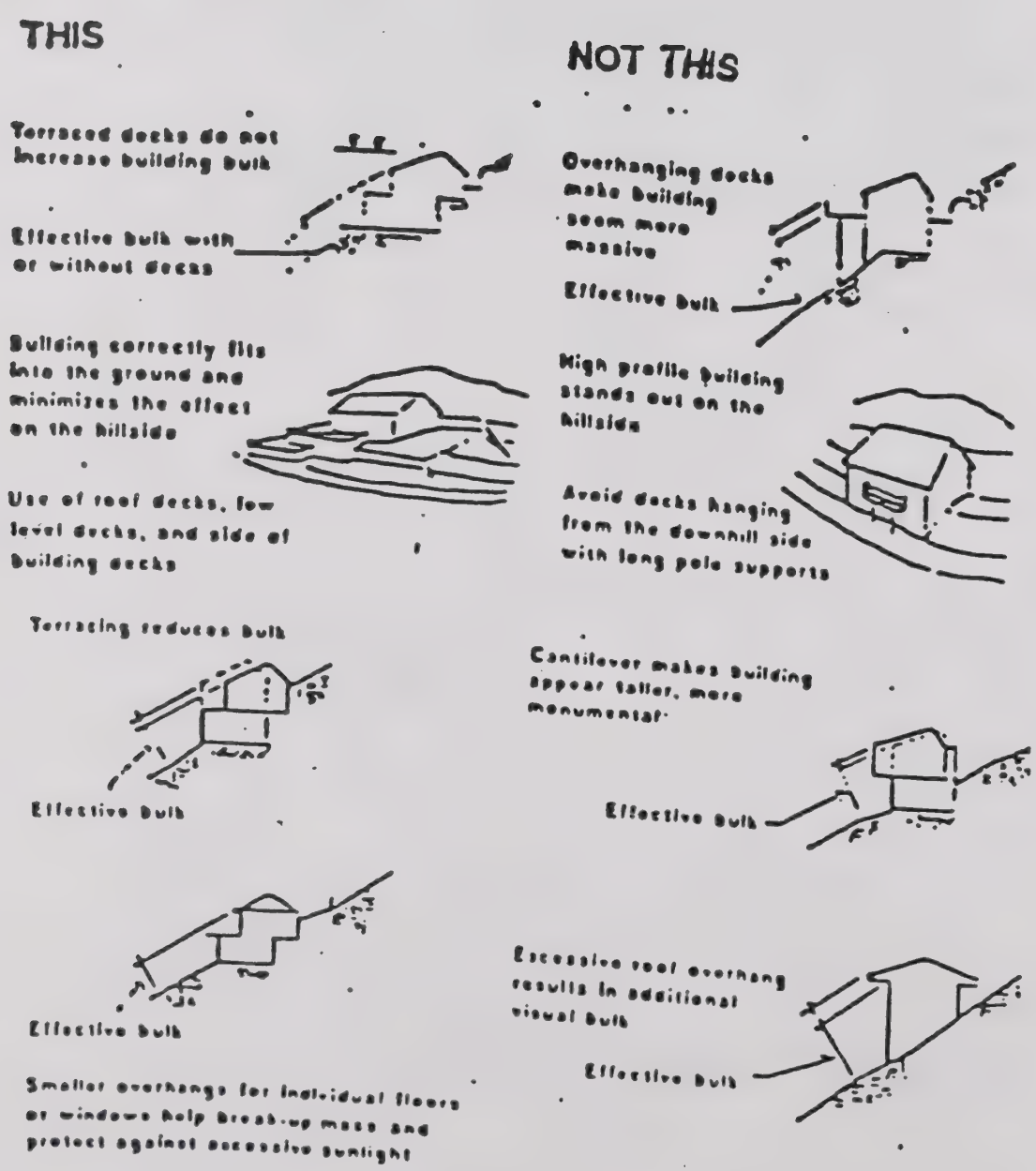
A. Trails are encouraged to be an integral part of a hillside area and can provide recreation areas for equestrian, hiking and biking uses. They can also function as a means to take up grade or to convey drainage.

In hillside areas, it is not always necessary to provide full improvements for trails. A more natural experience may be achieved, and the amount of grading required can be reduced, by providing minimal improvements in appropriate areas, such a undevelopable, steep slopes.



A. Standards.

1. The dimensions of a building parallel to the contour lines shall be maximized in order to limit the amount of cutting and filling and to better fit the house to the natural terrain.



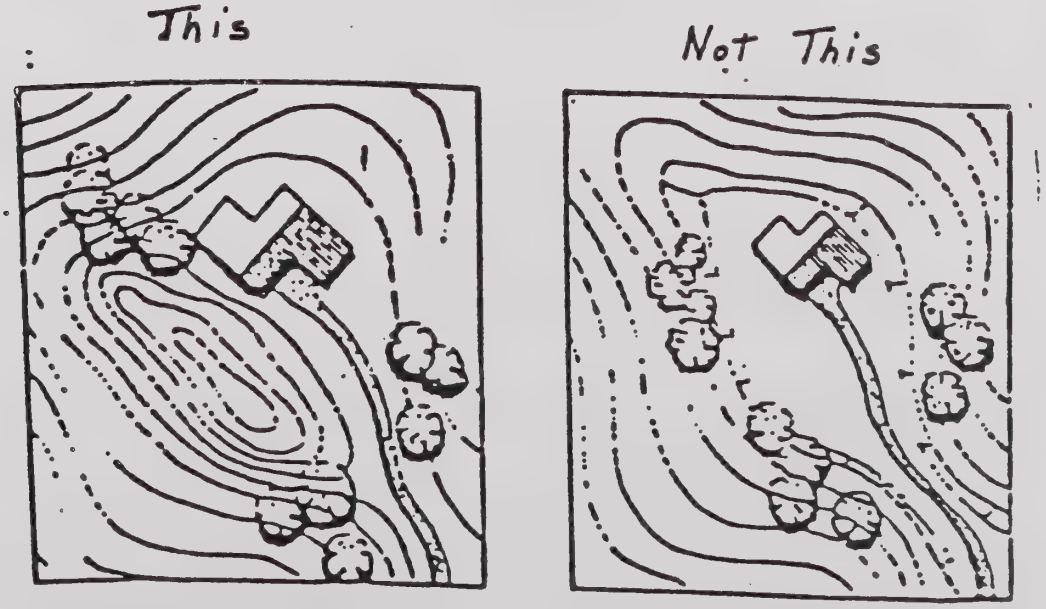
2. Design of building sites should be sensitive to the natural terrain. Structures should be located in such a way as to minimize necessary grading and to preserve natural features such as prominent knolls or ridgelines.

3. Views of significant visual features as seen from both within and outside a hillside development should be preserved. The following provisions shall be taken into consideration:

   a. Dwelling should be oriented to allow view opportunities, although such views may be limited. Residential privacy should not be unreasonably sacrificed.

   b. Any significant public vista or view corridor as seen from a secondary, collector or major arterial should be protected.

4. Projects should incorporate variable setbacks, multiple orientations and other sit planning techniques to preserve open spaces, protect natural features and offer views to residents.



Section 9. **Architecture.**

A. Standards.

1. The form, mass and profile of the individual buildings and architectural features should be designed to blend with the natural terrain and preserve the character and profile of the natural slope. Some techniques which may be considered include:

   a. Split pads, stepped footings and grade separations to permit structure to step up the natural slope.

   b. Detaching parts of a dwelling such as a garage.

   c. Avoid the use of gable ends on downhill elevations. The slope of the roof should be oriented in the same direction as the natural slope and should not exceed natural slope contour by twenty (20) percent.

2. Avoid excessive cantilevers on downhill elevations.

3. Excavate underground or utilize below grade rooms to reduce effective bulk and to provide energy efficient and environmentally desirable spaces. However, the visible area of the building shall be minimized through a combined use of regrading and landscaping techniques.

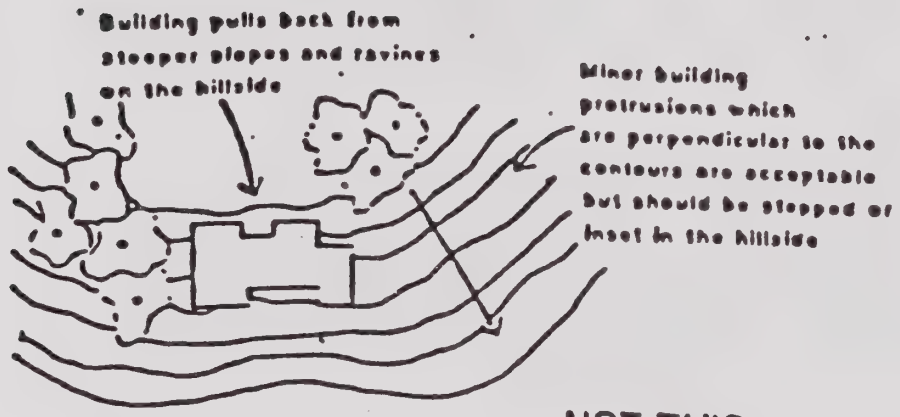
4. Use roofs on lower levels for the deck open space of upper levels.

5. Building materials and color schemes should blend with the natural landscape of earth tones and natural chaparral vegetative growth.

6. To the extent possible, the width of a building measured in the direction of the slope, shall be

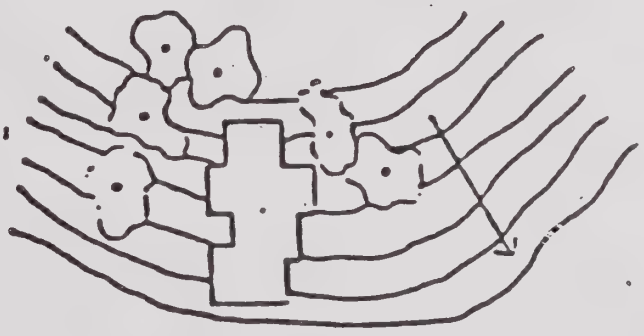
minimized in order to limit the amount of cutting and filling and to better "fit" the house to the natural terrain.

THIS



Building is parallel with the contours

NOT THIS



Building is perpendicular to the contours

Section 10. **Fences and Landscaping.**

A. Standards.

1. Within the front yard (street to structure), walls and fencing, not exceeding six (6) feet in height, visible from roadways or public rights-of-way shall be visually open and non-opaque.

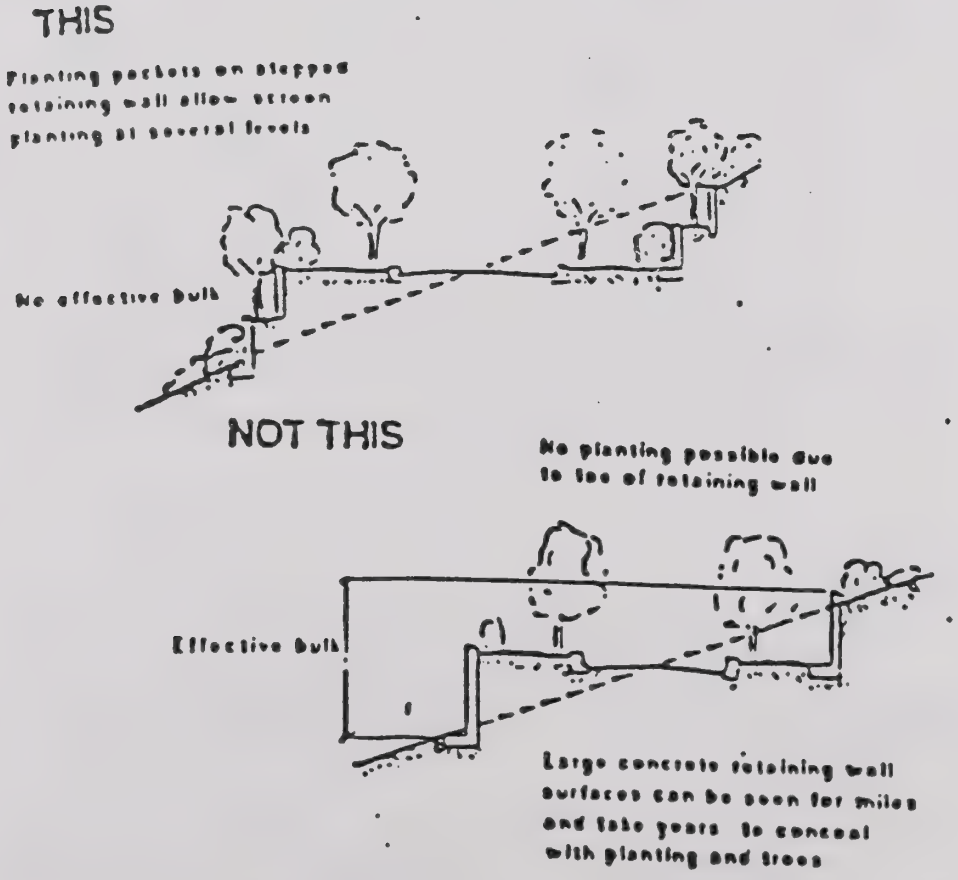
2. Privacy walls and fences, not exceeding six (6) feet in height, are permitted adjacent to structures or in rear yards, in order to provide a private outdoor area. Walls and fences shall be

of materials and colors compatible with the structure's facade.

3. Native or naturalized plants or other plant species that blend with the landscape shall be utilized in all areas with required planting.

4. Fire retardant plant materials shall be utilized. Plants selected as ground cover, shrubs or trees shall be from the list as approved by the City.

5. A permanent irrigation system, for purposes of establishing and maintaining required planing, shall be installed on all slopes. The emphasis shall be toward using plant materials that will eventually need minimal irrigation. Water and energy conservation techniques shall be utilized including but not limited to such items as drip irrigation.

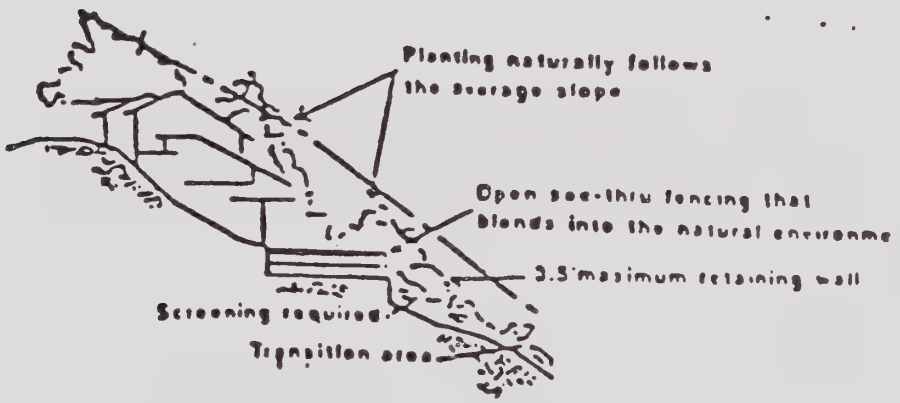


6. Slopes with required planting shall be planted with informal clusters of trees and shrubs to soften and vary the slope plane. Where slopes are 2:1 and five (5) feet or greater in height, jute netting shall be used to help stabilize planting

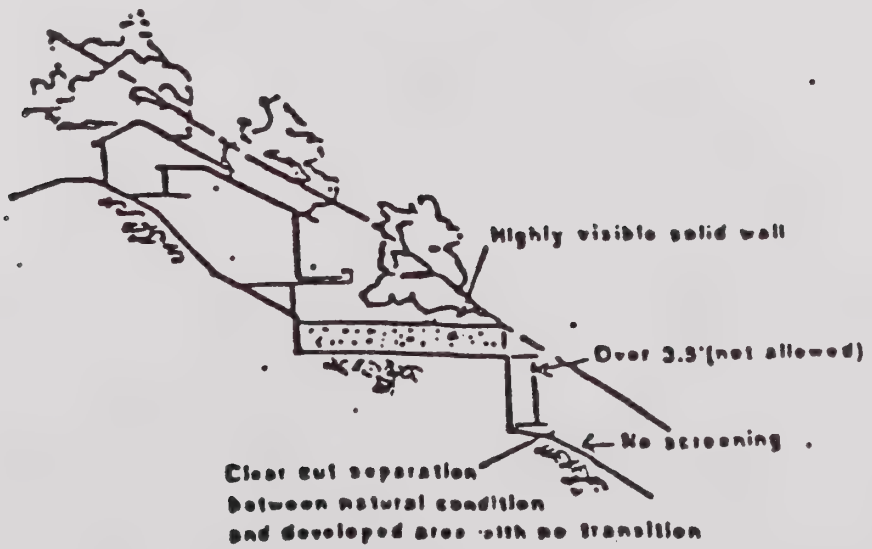
and minimize soil erosion.

7. Native vegetation shall be retained and supplemented within canyons and along natural drainage courses as allowed by state and federal resource agencies (State Department of Fish & Game, U.5. Fish and Wildlife, U.S. Army Corp. of Engineers).

THIS



NOT THIS



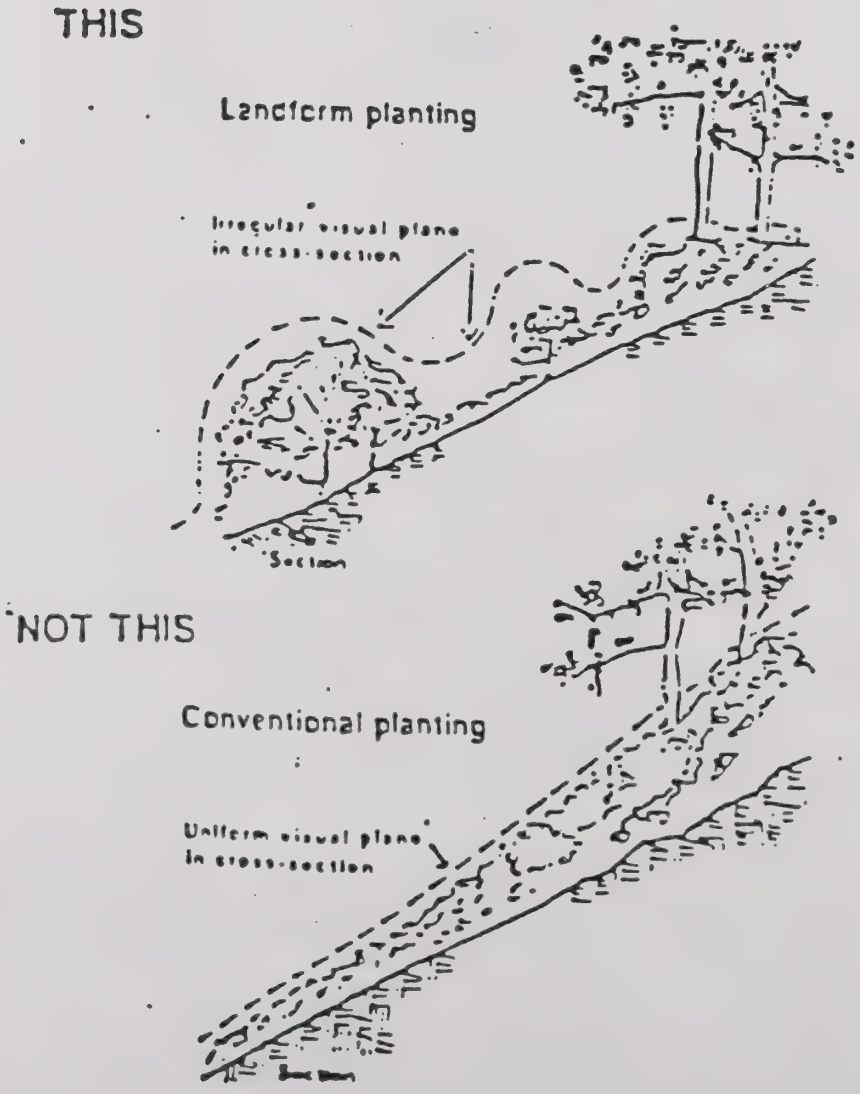
8. Natural landform planting should be used to soften manufactured slopes, reduce impact of development on steep slopes or ridgelines, and provide erosion control.

9. Maintain a "vegetative backdrop" by replanting with approved trees. The vegetation should screen structures to the extent possible at maturity and

preserve the appearance of the natural hillside.



10. Natural landform planting should be used to soften manufactured slopes, reduce the impact of development on steep slopes or ridgelines, and provide erosion control.



Appendix B

Placer County Water Agency
Water Quality Report - 1995

PCWA Water Quality Report - 1995

Test Conducted	Units	Maximum Standard Allowed	Colfax Surface Water	
			Range	Average
Turbidity	NTU	.50	.03 - .04	.03
Coliform Bacteria	% Tests Positive	5%	0%	
VOLATILE ORGANIC CHEMICALS				
Total Trihalomethanes	mg/l	0.10	NA	
Benzene	mg/l	0.001	ND	
Carbon Tetrachloride	mg/l	0.0005	ND	
1,2-Dichlorobenzene	mg/l	0.6	ND	
1,4-Dichlorobenzene	mg/l	0.005	ND	
1,1-Dichloroethane	mg/l	0.005	ND	
1,2-Dichloroethane	mg/l	0.0005	ND	
1,1-Dichloroethylene	mg/l	0.006	ND	
cis-1,2-Dichloroethylene	mg/l	0.006	ND	
trans-1,2-Dichloroethylene	mg/l	0.01	ND	
Dichloromethane	mg/l	0.005	ND	
1,2-Dichloropropane	mg/l	0.005	ND	
1,3-Dichloropropene	mg/l	0.0005	ND	
Ethylbenzene	mg/l	0.7	ND	
Monochlorobenzene	mg/l	0.07	ND	
Styrene	mg/l	0.1	ND	
1,1,2,2-Tetrachloroethane	mg/l	0.001	ND	
Tetrachloroethylene	mg/l	0.005	ND	
Toluene	mg/l	0.15	ND	
1,2,4-Trichlorobenzene	mg/l	0.07	ND	
1,1,1-Trichloroethane	mg/l	0.2	ND	
1,1,2-Trichloroethane	mg/l	0.005	ND	
Trichloroethylene	mg/l	0.005	ND	
Trichlorofluoromethane	mg/l	0.15	ND	
1,1,2-Trichloro-1,2,2-Trifluoroethane	mg/l	1.2	ND	
Vinyl Chloride	mg/l	0.0005	ND	
Xylenes	mg/l	1.750*	ND	
NON-VOLATILE ORGANIC CHEMICALS				
Alachlor	mg/l	0.002	ND	
Atrazine	mg/l	0.003	ND	
Benzene	mg/l	0.015	ND	
Benzo (A) Pyrene	mg/l	0.0002	ND	
Carbofuran	mg/l	0.018	ND	
Chlordane	mg/l	0.0001	ND	
2,4-D	mg/l	0.07	ND	
Dalapon	mg/l	0.2	ND	
1,2-Dibromo-3-Chloropropane	mg/l	0.0002	ND	
Di (2-Ethylhexyl) Adipate	mg/l	0.4	ND	
Di (2-Ethylhexyl) Phthalate	mg/l	0.004	ND	
Dinoseb	mg/l	0.007	ND	
Diquat	mg/l	0.02	ND	
Endothall	mg/l	0.1	ND	
Endrin	mg/l	0.002	ND	
Ethylene Dibromide	mg/l	0.00005	ND	
Glyphosate	mg/l	0.7	ND	
Heptachlor	mg/l	0.00001	ND	
Heptachlor Epoxide	mg/l	0.00001	ND	
Hexachlorobenzene	mg/l	0.001	ND	
Hexachlorocyclopentadiene	mg/l	0.05	ND	
Lindane	mg/l	0.0002	ND	
Methoxychlor	mg/l	0.04	ND	
Molinate	mg/l	0.02	ND	
Oxamyl	mg/l	0.2	ND	
Pentachlorophenol	mg/l	0.001	ND	
Picloram	mg/l	0.5	ND	
Polychlorinated Biphenyls	mg/l	0.0005	ND	
Simazine	mg/l	0.004	ND	
Thiobencarb	mg/l	0.01	ND	
Toxaphene	mg/l	0.003	ND	
2,3,7,8-TCDD (Dioxin)	mg/l	3 X 10⁻⁸	ND	
2,4,5-TP (Silvex)	mg/l	0.05	ND	
INORGANIC CHEMICALS				
Aluminum	mg/l	1.0	<0.05-0.17	0.145
Antimony	mg/l	0.006	<0.006	
Arsenic	mg/l	0.05	<0.001	
Asbestos	mg/l	7 MFL**	ND	
Barium	mg/l	1.0	0.016-0.018	0.017
Beryllium	mg/l	0.004	<0.001	
Cadmium	mg/l	0.005	<0.0001	
Chromium	mg/l	0.05	<0.01	
Cyanide	mg/l	0.2	<0.005	
Fluoride	mg/l	1.4-2.4***	<0.10	
Lead	mg/l	0.05	<0.001	
Mercury	mg/l	0.002	<0.0002	
Nickel	mg/l	0.1	<0.005	
Nitrate (as NO3)	mg/l	45.0	<0.50	
Nitrite (as nitrogen)	mg/l	1.0	<0.150	
Selenium	mg/l	0.05	<0.001	
Thallium	mg/l	0.002	<0.001	
Silver	mg/l	0.1	<0.01	
RADIOACTIVITY				
Gross Alpha Activity	pCi/l	15	<1.9	
Gross Beta Activity	pCi/l	50	NA	
Tritium	pCi/l	20,000	NA	
Strontium 90	pCi/l	8	NA	
Radium 226 & 228 Combined	pCi/l	5	NA	
Uranium	pCi/l	20	NA	

'95 Water Quality Report

PCWA Supplies Safe and Healthy Water

Throughout each year, PCWA water quality specialists conduct a number of water quality testing and monitoring programs. The results of our 1995 tests are presented in this newsletter.

PCWA is proud to report once again that our treated water meets and exceeds all state and federal health standards.

Customers should feel comfortable in knowing their water is carefully monitored and safe to drink.

This year, PCWA is pursuing more than $1.8 million in water zone improvements to enhance water treatment and delivery facilities and ensure that customers throughout the agency's service areas continue to receive a safe and healthy water supply.

In reading the charts in this newsletter, customers should understand that all water contains various dissolved mineral and organic substances. Drinking water standards establish limits for substances that may affect health or aesthetic qualities.

PRIMARY STANDARDS

These standards relate to the protection of public health. They specify limits for substances that may be harmful to humans if consumed in excess over long periods of time.

SECONDARY STANDARDS

These standards relate to aesthetic qualities such as taste, odor and clarity. These standards specify limits for substances that may influence consumer acceptance of the water.

Water Quality Report, *Cont'd*

Secondary Standards

(Units = mg/l unless noted)

	MCL	Range	Average
Color (Units)	15.0	<3	
Odor-Threshold (Units)	3.0	1	
Chloride	250.0	5.3	
Copper	1.0	<0.01	
Foaming Agents (MBAs)	0.5	<0.01	
Iron	0.3	<0.03	
Manganese	0.05	<0.005	
Sulfate	250.0	6.6	
Zinc	5.0	<0.005	
Total Dissolved Solids	500	49	

Additional Components Analyzed

pH (Units)	NS	7.8 - 8.7	8.2
Hardness (CaC03)	NS	25	
Sodium	NS	2.5	
Calcium (Ca)	NS	8.3	
Potassium (K)	NS	0.59	
Magnesium (Mg)	NS	0.89	

***IN ADDITION** to the constituents identified in this report, PCWA has conducted monitoring for 48 additional organic chemicals for which the California Dept. of Health Services and U.S. Environmental Protection Agency have not yet set standards. All results were below detection levels.*

Customers with questions about water quality may call the PCWA Customer Service Center at 823-4850.

Legend of Symbols

Water Quality Report

NTU -	Nephelometric Turbidity Unit, a standard for measuring turbidity, or cloudiness in the water.
mg/l -	Milligrams per Liter (parts per million)
pCi/l -	Pico Curies per Liter
ND -	Not Detected
NA -	Not Analyzed (not required)
NS -	No Standard
< -	Less Than
*** -**	Single Isomer or Sum of Isomers
**** -**	Million Fibers per Liter
***** -**	Fluoride Standard depends on water temperature

Customer's Corner

The Placer County Water Agency Board of Directors meets regularly the first and third Thursdays of each month at 2 p.m. in the Placer County Board of Supervisors chambers at 175 Fulweiler Avenue in Auburn. The public is welcome.

This newsletter is published as a public service of the

PLACER COUNTY WATER AGENCY

144 Ferguson Rd. (P.O. Box 6570)
Auburn, CA 95604
(916) 823-4850 or (800) 464-0030

Appendix C

Placer County Offsetting Mitigations
Preliminary Guidance

OFFSETTING THE AIR QUALITY IMPACTS OF ADDITIONAL EMISSIONS ASSOCIATED WITH PROPOSED PROJECTS

Placer County has a severe air quality problem. It violates the State standard for ambient ozone concentration approximately 30 days per year. The California Clean Air Act (CCAA) mandates that the Placer County Air Pollution Control District (APCD) must reduce the emissions of ozone "precursor gases" by 5% per year until attainment is demonstrated. This equates to **eliminating** emissions of approximately 1.5 tons/day per year of Reactive Organic Gases (ROG) and Nitrogen Oxides (NOx). The major sources of both of these gases are related to vehicular activities. In addition, the County is also designated non-attainment for small particulate matter less than 10um in size (PM10). Both of these pollutants constitute real health hazards for humans, as well as for plants and other animals.

Because of these air quality problems, State law requires the APCD to carefully review air quality impacts associated with the development of new "Indirect Sources". The California Air Resources Board (ARB) defines indirect sources as "any facility, building, structure, or installation, or combination thereof which generates or attracts mobile source activity that results in the emission of any pollutant for which there is a state ambient air quality standard". Therefore, the APCD requires that project proponents of new indirect sources prepare an Environmental Impact Report (EIR) that provides comprehensive evaluations of the expected emissions, and provides measures to mitigate their air quality impacts.

When evaluating the air quality impacts of indirect sources, all phases of the project and project alternatives must be considered. The air quality impact assessment should be calculated using "worst case" meteorological conditions and the most current emission factors available. Pollutants of most concern at this time are :

- total organic gases (TOG)
- nitrogen oxides (NOx)
- carbon monoxide (CO)
- particulate matter < 10 um (PM10)

To address each of these pollutants in the air quality analysis, several types of emission computations may be required. All results should be presented in units of pounds per day (lbs/day), tons per year, or as concentrations in parts per million (ppm). The EIR must evaluate the project's impact upon the atmospheric environment based on the following:

1. SHORT TERM EMISSIONS

Short term emissions generated during the site preparation and construction phase of the project include fugitive dust resulting from grading activities, materials handling, construction worker's vehicular traffic, and exhaust from heavy-duty gasoline and diesel-powered vehicles. Emission factor data for these activities can be found in *EPA AP-42, Compilation of Air Pollution Emission Factors, Fourth Edition.* Once the appropriate emission factors have been determined, computations are similar to those shown below for computing long term emissions.

2. LONG TERM EMISSIONS

The long term emissions associated with a project include both the direct emissions generated by the operation of the project and the indirect emissions induced by the project, due principally to the use of motor vehicles. If a project's completion date is anticipated to be more than 10 years in the future, an emission estimate should be done in 5-year increments to project completion. This assessment should identify and analyze emission sources such as motor vehicle activities, power generation, and project operations. Computer models are available for conducting estimates of vehicular emissions based upon patterns of usage, ambient temperature, number and length of trips etc. One such tool to model vehicular emissions is *Air Quality Analysis Tools-3 (AQAT3)*, distributed by the California Air Resources Board.

3. LOCAL SCALE ANALYSIS

The EIR may also need to estimate the project's air quality impact in the immediate vicinity of the project. Special emphasis should be placed on identifying locations of sensitive receptors (such as hospitals and schools) and the actual exposure to pollutants. It is recommended that a suitable microscale model such as *CALINE 4* be used to analyze the project's carbon monoxide impact upon nearby receptors. This model is applicable to intersections, roadway links, and ingress/egress points of parking. This model is contained in the *AQAT3* tools package.

4. LEVEL OF SIGNIFICANCE

The EIR needs to discuss and compare the project's estimated emissions of each pollutant with the APCDs threshold limits of significance for indirect sources. Since Placer County is designated as a "severe" non-attainment area for ozone, the District is mandated to reduce "precursor gas" emissions by 5% per year. Therefore, **any increase** in TOG or NOx is significant and should theoretically be fully offset. The Placer County district is also designated non-attainment for PM10 as well, making any increase in PM10 emissions also significant.

However as a practical measure, residential projects of less than 30 units, or commercial projects smaller than 5 acres are not currently being required to offset their emissions. This "trigger level" may lower in the near future as the need for additional reductions develop, and as APCD staffing is increased.

5. HAZARDOUS POLLUTANTS

The EIR needs to identify any airborne hazardous or toxic pollutants expected to be generated by the project. This information should include:

- the types and quantities of hazardous pollutants emitted
- ambient background levels
- potential public exposure
- potential impact on public health

Mitigation measures used to minimize emissions must be described. The discussion should include control equipment, process control, and other technical measures to reduce emissions of non-criteria air pollutants as well.

Control requirements applicable to similar hazardous sources proposed in California should also be described. All applicable Federal, State, and Local air pollution control regulations, and measures to comply with these regulations, must be identified and described in the air quality impact section of the EIR.

The air quality analysis of hazardous air pollutants should include the basis for the assumptions and calculations used to determine the emission estimates. In addition, the analysis must identify if a project is to be located in an area which may be impacted by existing or planned facilities with the potential to emit toxic or hazardous pollutants. The *State of California Code of Regulations Title 17, Part III,Chapter 1, Sections 90702 and 93000* may provide additional information useful for this discussion.

6. CUMULATIVE IMPACTS

The air quality impact analysis should also take into consideration any impacts on the ambient air quality that result from the incremental impact of a proposed project when added to other past, present, or future development activities. *State CEQA Guidelines, section 15130*, describes elements which are necessary to provide an adequate discussion of cumulative impacts. *Section 15125(b) of the State CEQA guidelines, and Sections 176 and 316 of the Federal Clean Air Act* contain specific references on the need to evaluate any inconsistency between the proposed project and applicable air quality plans.

7. MITIGATION MEASURES

The EIR should identify all feasible Transportation Control Measures (TCMs) that can serve to mitigate project-related air quality impacts. There should be an assessment of the air quality benefits which could result from the implementation of TCMs. The assessment should be stated in quantitative terms, including projected reductions in emissions, trips generated, vehicle miles traveled, total emissions and pollutant concentrations.

The EIR should also identify the entities responsible for implementation of the TCMs and the timeframes for their implementation. Project proponents should contact public transit, ridesharing, bicycling, local public works, and other appropriate organizations during early planning stages to ensure that needed facilities and services are available and will be appropriately incorporated into project design.

The following list of potential measures is intended to be a guide for mitigating a variety of indirect source emissions. This list is not all inclusive, other mitigation measures are available by contacting the California Air Resources Board (ARB). The ARB is currently drafting a guidance document which lists "feasible" mitigation measures and describes calculation methodologies to determine the effectiveness of each measure. For further information contact:

Mr. Raymond E. Menebroker, Chief
Project Assessment Branch (916) 322-6026)
Stationary Source Division
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

POTENTIAL MITIGATION MEASURES TO OFFSET EMISSIONS FROM INDIRECT SOURCES

Residential mitigation measures

- EPA certified woodburning appliances
- aggressive tree planting programs
- pedestrian & bikeway easements
- solar assisted water heating
- solar assisted space heating
- pave dirt roads
- mixed use zoning
- CC&Rs to limit vehicles
- buy old vehicles off the road
- provide bus service and facilities
- park & ride lots
- organize carpools & vanpools
- education programs
- ride matching services
- development fees to fund transit operations
- help fund auto & bus conversions to alternate fuels

Commercial Mitigation measures

- aggressive tree planting programs
- pedestrian & bikeway easements
- solar assisted water heating
- solar assisted space heating
- mixed use zoning
- buy old vehicles off the road
- help fund auto and bus conversions to alternate fuels
- provide bus services and facilities
- development fees to fund transit operations
- employer rideshare coordinator for pooling
- employer trip reduction ordinances
    - bicycle incentives for employees
    - education programs
- work schedule management
    - flextime
    - staggered work hours
    - telecommuting
- parking management
    - public parking charges
    - reduced parking for pools
    - priority parking
    - limit new development parking spaces
    - enforce parking regulations
    - employer parking charges
    - park and ride lots

Land Use Controls

- General Plan air quality elements
- controlled growth policy
- contiguous growth policy
- mixed land use policy
- transit corridor development
- jobs-housing balance requirements
- trip reduction ordinances
- transit system management operational subsidies

Traffic Flow Improvements

- optimized signal timing
- interconnecting signals
- high occupancy vehicle lanes
- optimized lane striping
- vehicle restriction periods

Transit Facilities

- feeder service improvements
- timed transfer system
- bicycle parking at transit
- transit guidelines
- shuttles to major transit centers
- private sector transit
- employer fare subsidies
- service area expansion
- sell tickets at work places
- commuter express agreements with transit districts
- Convert buses to run on alternative fuels

Bicycle Facilities

- Bicycle access to transit facilities
- improve bicycle parking
- bikeway planning
- bicycle lockers at park & ride lots

Construction Related Measures

- water trucks and sprinkler systems
- chemical soil binders
- rapid revegetation schedules
- minimize amount of large equipment operating simultaneously
- schedule truck trips during non-peak hours
- phase construction activities
- substitute gasoline or propane equipment for diesel-powered equipment
- maintain equipment in optimum engine tune conditions
- install catalytic convertors
- use prechamber diesel engines
- electrify equipment where possible

Appendix D

Placer County
Best Available Mitigation Measures
PCAPCD, 1996

BEST AVAILABLE MITIGATION MEASURES

Project Design/Construction

Project/Site Design:

Tree planting in excess of that already required.

Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.

Use of low VOC coatings.

EPA Phase II certified woodburning devices required.

Site design to minimize the need for external trips by including services/facilities for day care, banking/ATM, restaurants, vehicle refueling, and shopping.

Require development practices which maximize energy conservation as a prerequisite to permit approval.

Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors.

Introduce window glazing, wall insulation, and efficient ventilation methods.

Introduce efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces and boiler units.

Incorporate appropriate passive solar design and solar heaters.

Use devices that minimize the combustion of fossil fuels.

Capture waste heat and reemploy it in nonresidential buildings.

Install an electrical outlet at the front and back of a home for electrical yard equipment.

Install a natural gas outlet in the backyard for gas burning barbecues.

Install a natural gas hook up in any proposed fireplaces.

Install low nox (NOX) hot water heaters.

To protect sensitive land uses from major sources of air pollution:

Integrate additional mitigation measures into site design such as the creation of buffer zones between a potential sensitive receptor's boundary and potential pollution source.

Require design features, operating procedures, preventive maintenance, operator training, and emergency response planning to prevent the release of toxic pollutants.

Measures to reduce construction-related impacts on air quality:

Use low emission mobile construction equipment (e.g., tractor, scraper, dozer, etc.).

Develop trip reduction plan to achieve 1.5 AVR for construction employees.

Water site and clean equipment morning and evening.

Spread soil binders on site, unpaved roads, and parking areas.

Apply approved chemical soil stabilizers according to manufacturers specifications, to all inactive construction areas (previously graded areas which remain inactive for 96 hours).

Reestablish ground cover on construction site through seeding and watering.

Implement or contribute to an urban tree planting program to offset the loss of existing trees at the construction site.

Employ construction activity management techniques, such as: extending construction period; reducing the number of pieces used simultaneously; increasing the distance between emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak hours.

Pave construction roads and sweep streets if silt is carried over to adjacent public thoroughfares.

Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.

Suspend all grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.

Wash off trucks leaving the site.

Maintain construction equipment engines by keeping them tuned.

Use low sulfur fuel for stationary construction equipment.

Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.

Use low emission on-site stationary equipment.

Traffic Flow Improvements

Mitigations to reduce construction-related impacts on traffic:

Provide a flagperson to guide traffic properly and ensure safety at construction sites.

Schedule operations affecting traffic for off-peak hours.

Develop a traffic plan to minimize traffic flow interference from construction activities. Plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.

Minimize obstruction of through-traffic lanes.

Project Design/Operation:

Configure parking to minimize traffic interference.

Schedule goods movement for off-peak traffic hours.

Synchronize traffic signals.

Provide adequate ingress and egress at entrances to public facilities to minimize vehicle idling at curbsides.

Provide dedicated turn lanes as appropriate.

Contribute to an area traffic flow improvement fund to mitigate traffic circulation/congestion impacts and offset the cost of the deficiency planning and program implementation that will have to be done if a project contributes to an intersection/roadway falling below the adopted Level Of Service (LOS) in the Congestion Management Plan.

Lower Vehicle Miles Traveled (VMT)/Increase Average Vehicle Ridership (AVR)

Public/Private Trip Reduction Programs

The development and implementation of Transportation Control Measures (TCMs), such as the operation of a local Transportation Management Association (TMA) and project employer trip reduction plans.

Establish telecommuting programs, alternate work schedules, and satellite work centers.

Work with cities/developers/citizens in the region to implement Transportation Demand Management (TDM) goals.

Parking

Design parking areas with less emphasis on "convenience."

Include a limited number of parking spaces in project design.

Include wide spaces to accommodate vanpool vehicles.

Develop vehicle and bicycle all day parking lots near rail stations, transit stops, and freeway access points.

Construction/enhancement of a Park and Ride lot.

Provide dedicated parking spaces with electrical outlets for electric vehicles.

Operation

Parking pricing strategies, such as charging parking lot fees to low occupancy vehicles.

Preferential parking for those who rideshare.

Ridesharing

Operation

Provide funds for on line computer rideshare matching.

Provide ridesharing information and matching in homeowners association package. Applicable to residential developments.

Telecommunications

Design

Site design to maximize telecommunication including appropriate network infrastructure

Provide satellite offices when appropriate. Applicable to office/industrial and educational institutions.

Operation

Design/establish telecommuting programs for office/industrial complexes.

Offer low cost financing to employees for the purchase of telecommuting equipment, or lend company-owned equipment.

Design "Shop by Telephone" or "Shop-by-Computer" services. Applicable to shopping centers and retail facilities.

Provide home-computer link to mainframe computer (via modem) so that students may complete programming assignments or use computer tutorials at home. Applicable to educational institutions.

Provide individual private telephones for patients which allows for "visits without trips." Applicable to hospitals and medical facilities.

Alternative Transportation

Purchase abandoned railroad rights-of-way for future transit line, bikeway or hiking use(s).

Transit

Design

Contribute to an area transit fund to help build, maintain, and enhance transit services/facilities/amenities.

Site design to maximize access to existing transit lines.

Street design to accommodate bus travel.

Street design to maximize pedestrian access to transit stops, including access from residential cul-de-sacs to collector and arterial streets.

Site design to include bus shelters at transit access points.

Provide additional lighted transit shelters and multimodal transfer stations for transit users.

Construction of transit facility/amenity(bus shelter, bicycle lockers/racks, etc.) for existing public and private transit.

Operation

Provision for transit-use incentives such as subsidized transit passes, accommodation of "unusual" work schedules to allow for transit schedules. Applies to office/industrial, educational institutions, and resorts/hotels.

"Validation" of transit ticket to provide free return trip. Applies to shopping centers, hospitals/medical facilities, and retail facilities.

Sell transit passes. Applies to retail facilities, educational institutions, resorts/hotels, and office/industrial complexes.

Free or reduced transit fares for midday central business district trips.

Free transfers between all shuttles and transit.

School bus service or low-cost student fares.

First year subsidy of added transit services.

Services

Provide shuttle service to connect to existing transit sites.

Operation of a shuttle bus to shopping, health care, public services sites and other nearby trip attractors to reduce automobile use.

Establish delivery services. Applicable to retail facilities (frequent use), shopping centers, and restaurants.

Bicycle/Pedestrian

Require residential developers to provide two bicycles with every home (being considered in Greenfield, CA).

Site design to maximize bicycle access to and within the project.

Provide bicycle parking/lockers.

Employers provide locker room/showers to employees who bicycle.

Include bicycle lane systems in new developments.

Develop or improve bicycle/pedestrian paths between destinations using public or utility rights-of-way.

Develop or improve access by bicycle, wheelchair or on foot to existing major destinations in city or region. For example, schools, employment centers, shopping, recreation, and parks.

Provide secure bicycle storage at public parking facilities.

Design/construction of bicycling/pedestrian paths to both connect with existing system and promote use for internal trips.

Land Use/Transportation/Air Quality Planning

Monitoring

Contribute towards the purchase/operation of air quality/traffic monitoring equipment by local AQMD and planning agencies.

General Plan/Land Use

Subdivisions/site designs that promote mixed use development in order to achieve a balance of commercial, employment, and housing options within the project site or its immediate environment.

Work towards achieving a job/housing balance.

Encourage growth in and around activity centers, transportation nodes and corridors.

Promote future patterns of urban development that make better use of existing facilities.

Appendix E

Waste Water Inflow
July 1997 & July 1998

Daily Waste Water Treatment Plant
Daily Inflow*, July 1997 & 1998

Date	1997	1998
1	.14	.15
2	.15	.15
3	.15	.16
4	.16	.15
5	.17	.14
6	.17	.14
7	.15	.14
8	.15	.14
9	.16	.13
10	.15	.15
11	.15	.14
12	.16	.14
13	.15	.14
14	.15	.13
15	.18	.14
16	.15	.13
17	.15	.14
18	.15	.13
19	.15	.13
20	.15	.13
21	.15	.13
22	.14	.14
23	.15	.13
24	.15	.14
25	.15	.13
26	.15	.13
27	.16	.12
28	.14	.12
29	.14	.12
30	.14	.13
31	.14	.13
Average	**0.151**	**0.136**
High	**0.18**	**0.16**
Low	**0.14**	**0.12**

* All volumes in Million Gallons Per Day (MGD)

Appendix F

Previous Waste Water / Sewer Studies
City Of Colfax

Previous Wastewater/Sewer Studies

Infiltration/Inflow Study and Sewer System Evaluation (Atteberry & Associates, 1995)

Wastewater Flow Monitoring (Resources Engineering & Management, April, 1981)

Sewer System Evaluation Survey for City of Colfax (Falconi & Associates, June 1981)

Sewer Rehabilitation Project Contract Documents, Specifications and Plans (Falconi & Associates, December, 1981)

Infiltration and Inflow Analysis (Charpier, Martin & Associates, June 1992)

Sanitary Sewer Improvement Project, Preliminary Engineering Report (Charpier, Martin & Associates, February, 1993)

Appendix G

City of Colfax
Initial Study and Impact Checklist and
Mitigation Program

This Initial Study has been prepared by Marne Cottriel for the City of Colfax in order to assess the environmental effects of the Draft General Plan. This includes the Land Use Element, Circulation Element, Noise Element, Community Design Element, Natural Environment, Safety Element, and Economic Development Element. It is intended to satisfy the requirements of the California Environmental Quality Act (CEQA), and to provide the City with adequate information to assess the effects of its Updated Draft General Plan.

CEQA requires that an Initial Study be prepared to access any potentially significant environmental impacts associated with a development project or program. If technically feasible mitigation measures are identified for all significant impacts and a Negative Declaration may be prepared, thereby completing the environmental review process. The City, in cases where impacts cannot be adequately mitigated, may not approve a Negative Declaration. In such cases the City must require the preparation and review of an Environmental Impact Report.

This Initial Study includes a short project description and an environmental checklist with impact analysis for all items on the checklist that have been identified as issues for consideration. The General Plan itself constitutes the full project description and predicted impacts are based on the implementation of its stated goals, policies, and implementation measures. Several documents are referred to in this initial study. All of the referenced documents are incorporated into the General Plan "project" by reference. They include various City maps, ordinances, standards and reference documents. Copies of these documents are available on request from the City.

This study concludes that with the adoption of the mitigation measures identified, the project will not cause or create a significant adverse environmental effect. A Negative Declaration will be prepared. Attached to the Initial Study will be a Mitigation Program. This Mitigation Program will be made up of the implementation measures set forth in the General Plan.

This study was performed based upon information gathered from City staff, other public agencies, site inspections and various City and State documents as cited.

City of Colfax
Initial Study and Impact Checklist

I. Background

1. **Name of Project:** City of Colfax General Plan 2020

2. **Lead Agency Name and Address:** City of Colfax
   P.O. Box 702
   33 S. Main Street
   Colfax, CA 95713

3. **Contact Person and Phone Number:** Arturo de la Cerda, City Manager
   (530) 346-2313

4. **Project Location:** The City of Colfax .

5. **Project Sponsor's Name and Address:** City of Colfax
   P.O. Box 702
   33 S. Main Street
   Colfax, CA 95713
   Placer County, California

II. Project Description:

The physical characteristics of the City are described in the Introduction, Land Use and Natural Environmental of the General Plan. The social and economic characteristics of the community are described in the Land Use Element and Housing Element, (adopted in 1993), specific characteristics of the City such as transportation facilities, natural hazards, and noise sources are found in the Circulation, Safety, Noise and Natural Environment Elements.

The Land Use Element identifies the spatial arrangement of existing and proposed uses of the land including public lands and facilities. It lays out the distribution of classes of land use, the intensity of those uses and proposes a strategy of goals, objectives, policies and implementation measures to promote the wise use of land to promote the welfare of the community. A goal is an unquantified ideal future condition toward which the community works. Objectives are measurable and expected outcomes. Policies are statements used to guide decisions and implementations measures are specific actions, programs and techniques which are meant to bring about change or a desired result. The measures are intended to carry out the plan and are the primary subject of evaluation of potential environmental impacts in this Initial Study.

The study area for the General Plan and the Initial Study includes the corporate limits and the Sphere-of-Influence of the City, which surrounds the corporate limits. These boundaries

and the land uses within them are presented in the Land Use Map found within the Land Use Element. Large Copies of the Land Use Map are available for examination at the City Hall.

The Housing Element, adopted in 1993, provides information about present housing conditions in the community, identifies needs and opportunities for the development of improved housing and provides a setting for future decision making about housing issues. Since this Element is not being revised or amended at this time it is not necessary to provide an initial study for this Element.

The Circulation Element evaluates the adequacy of present and future transportation and pedestrian systems in the City. This element provides ideas for reducing dependence on automobile travel and /or reduced vehicle trips. There is an evaluation of current LOS for the main roadways and intersections, as well consideration of future conditions with buildout.

The Natural Environment Element of the General Plan constitutes the required Conservation and Open Space components of California's general plan requirements. Resources discussed in these Elements are: vegetation, wildlife, endangered species, water geology, soils, air quality, minerals, and open space. As with the other Elements, this initial study evaluates potential impacts of plan implementation and measures for mitigation.

The purpose of the Safety Element is to make the City decision makers and citizens aware of any natural or human induced hazards including waste water treatment or safety problems so that planning decisions may be influenced by this knowledge, and to encourage adoption of developmental and emergency-planning practices designed to reduce loss of life, injuries, property damage, and economic and social dislocation which may result.

The Safety Element includes the environmental setting of the City's potential natural hazards including geology, soils, topography, drainage and climate. It also discusses the causes and possible effects of seismic, geologic, flood and fire hazards. City and county public protection services and wastewater treatment facilities are then described. Finally, goals, objectives, policies, and implementation measures for dealing with these topics are offered.

The purpose of the Noise Element is to protect the health and welfare of the community by promoting development, which is compatible with accepted noise standards. Toward that end, the Noise Element contains information about the effects of environmental noise on people, how the noise problems are identified and managed. Also addressed are noise issues in Colfax, and goals, policies and implementation measures for dealing with these noise issues.

All of the Elements are directly compatible and complementary to the other elements of the General Plan particularly the Land Use Element which structures the distribution of classes of land use, the intensity of those uses and proposes a strategy of goals, policies and implementation measures to promote a wise use of land to promote the welfare of the community.

The recommended programs and implementation measures are intended to carry out the plan and are the primary subjects of evaluation of potential environmental impacts in this Initial Study.

The Community Design Element promotes thoughtful and responsible design, which is consistent with the City's character. Design guidelines encourage innovative design within a framework of approved design policies and implementation measures.

The Economic Development Element evaluates the economic strengths and weaknesses of the City. It provides for the development of a plan to improve the City's economic base to better provide for the needs of the City and its citizens.

For major development projects proposed in the City of Colfax, project specific environmental analysis will be required. When specific details of new major development projects are submitted to the City an initial study in conformance with the California Environmental Quality Act is required. The initial study may identify the need for preparation of an environmental impact report or may, in itself, contain necessary background information and proper mitigation measures so as to file a Negative Declaration. The "mitigated negative declaration" will contain a list of specific conditions for permit approval.

There are approximately 664 acres contained within the City limits of which about 20% is vacant. This vacant land provides potential for future growth. Current trends show an average annual growth rate of 2.5 %. This rate is far below the potential for buildout within the City and the SOI. It is very unlikely that the potential for growth will take place in the immediate future. Consumer demand, infrastructure capacity, public attitude toward growth and regional economic development are limiting factors to potential buildout. Realistic growth for the City is 25 – 30 persons per year or about 10 housing units per year. These are the assumptions used for this environmental analysis. Specific projections can be found in the current Housing Element (1993), the Land Use Element, and traffic projections in the Circulation Element.

9. **Surrounding Land Uses and Setting:** The City of Colfax is located on the I-80 corridor east of the City of Auburn. It is approximately 50 miles east of Sacramento. Colfax is surrounded by unincorporated land of Placer County. The majority of land around the City is forested and undeveloped.

Environmental Factor Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact: as indicated by the checklist on the following pages.

☐ Land Use and Planning	☐ Transportation/Circulation	☐ Public Services
☐ Population and Housing	☐ Biological Resources	☐ Utilities and Service Systems
☐ Geological Problems	☐ Energy and Mineral Resources	☐ Aesthetics
☐ Water	☐ Hazards	☐ Cultural Resources
☐ Air Quality	☐ Noise	☐ Recreation
	☐ Mandatory Findings of Significance	

Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared. X

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. ☐

Marne Cottriel August 12, 1998

Marne Cottriel, Project Manager City of Colfax

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

I. **LAND USE AND PLANNING**. Would the proposal

a) Conflict with general plan designation or zoning? ☐ ☐ ☐ X

The present zoning designation for the City are displayed on the Existing Zoning and Land Use Map. Any changes or alterations as suggested in the Land Use Element are compatible with existing conditions and would reduce any potential conflicts and would not produce an adverse affect.

Every proposed zoning changes in City would be subject to review by the Planning Commission. They can impose conditions and requirements for these changes.

b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? ☐ ☐ ☐ X

There are no current nor are there any foreseen conflicts with applicable environmental plans or policies adopted by agencies with jurisdiction over the project area.

c) Be incompatible with existing land use in the vicinity? ☐ ☐ ☐ X

The proposed uses of the General Plan will not be incompatible with the existing surrounding land uses which is a mixture of commercial and residential land uses. The Land Division Standards, zoning ordinance, and Specific Plan Design Guidelines have established requirements for commercial lands abutting residential uses. The changes suggested in land use will bring more consistency to the City's land use policies.

d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)? ☐ ☐ ☐ X

There is no land within the City limits that is actively involved in Agriculture.

e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community?) ☐ ☐ ☐ X

The planning area currently has mixed land uses. There is a large amount of land available within the city for residential development. The changes proposed in densities for the City will give ample land inventory for development of all income levels. This will not disrupt or divide any existing community characteristics.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. POPLULATION AND HOUSING. Would the proposal:				
a) Cumulatively exceed official regional or local population projections?	☐	☐	☐	X
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	X	☐
c) Displace existing housing, especially affordable housing?	☐	☐	☐	X

There is a large amount of land available within the City for residential development. Commercial, light industrial, manufacturing, and other compatible uses combined with residential development would be permissible on the parcels designated for acceptable uses. Increased density levels also enable the development of housing at all income levels within the City.

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impact involving:				
a) Fault rupture?	☐	☐	☐	X
b) Seismic ground shaking?	☐	☐	☐	X
c) Seismic ground failure, including liquefaction?	☐	☐	☐	X
d) Seiche, tsunami, or volcanic hazard?	☐	☐	☐	X
e) Landslides or mudflows?	☐	☐	☐	X
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	☐	☐	X	☐

Projects that have potential for causing erosion must conform to City grading, drainage, and ground cover policies as specified in City documents such as the Municipal Code grading requirements (Chapter I, Article 20), and the Hillside Development Guidelines. When followed the impact on the environment is reduced to less than significant. A Construction Activity Storm Water Permit may be required from the State Water Resources Control Board if project disturbance is five or more acres. Construction activity that results in a land disturbance of less than five acres, but is part of a larger common plan of development, also requires a permit. Each new project that may have an impact must file documentation that will describe mitigation measures that will address and solve the potential impact on the environment.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Subsidence of the land?	☐	☐	☐	X
h) Expansive soils?	☐	☐	X	☐

The soil types within the Study Area have low to moderate expansive soils. Proposed developments should determine the soil type and development conditions should include mitigation for potential impacts of expansive soils. The City's grading policies and Hillside Development Guidelines provide for the mitigation of these problems and when followed result in the minimizing of these conditions.

i) Unique geologic or physical features?	☐	☐	☐	X

IV. WATER. Would the proposal result in:

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	☐	X	☐	☐

Without mitigation, the grading of streets, building pads, and other development features in new projects could change drainage patterns. Pavement, roofs, and other impermeable surfaces would decrease soil percolation and increase surface runoff. Runoff concentration time would increase and peak flood levels would increase slightly.

It is the intention of the City to prevent such impacts through the implementation of its Zoning Ordinance and policies in the General Plan Land Use Element. It is a requirement of each project within the City that drainage plans and other mitigation measures be devised to minimize the impact on the environment. The City's responsibility is to evaluate these drainage plans and mitigation measures to rule on their effectiveness before permits and approval is granted. If this procedure is followed, the environmental impact and flooding potential can be minimized.

b) Exposure of people or property to water related hazards such as flooding?	☐	☐	X	☐

Much of the City's runoff is directed through its storm water drainage system. Proper maintenance of creek channels and drains in the City will reduce possible flooding in the Study Area. Any new development is required by the Planning Commission to provide drainage plans and disposal methods for increased run off potential. The City's responsibility is to evaluate drainage plans and disposal methods to rule on their effectiveness before permits and approval is granted. If this procedure is followed, the potential for flooding can be minimized.

The continued practice of setting up barricades on roadways during flooding will also serve to protect residents from potential safety hazards.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Discharge into surface water or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?	☐	☐	☐	X

Grading during wet weather creates a high potential for siltation and turbidity of nearby waterways. Implementation of erosion and sediment control plans and drainage impact studies as mentioned in Municipal Code Grading requirements will mitigate this potential problem.

d) Changes in the amount of surface water in any water body?	☐	☐	☐	X

There are no lakes or similar water body within the Study Area that is considered to be "waters" of the U.S. There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would change the amount of surface water in any water body.

e) Changes in currents, or the course or direction of water movements?	☐	☐	☐	X

There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would change the current or course or direction of water movements in any water body.

f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability?	☐	☐	☐	X

The General Plan states that the City's water supply comes from the Placer County Water Agency. They have adequate supplies for future development. The majority of those in the Study area that use well water are out of the area served by PCWA. The groundwater table is at a level of 150-300 feet. The water table ranges from high potential for development to unpredictable depending on the location and season. There are no changes in the quantity of water created by the adoption of the General Plan.

g) Altered direction or rate of flow of groundwater?	☐	☐	☐	X

There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would alter the direction or rate of flow of groundwater.

h) Impact to groundwater quality?	☐	☐	☐	X

There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would impact groundwater quality.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	☐	☐	☐	X

See items IV. a and c above.

V. AIR QUALITY. Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☐	X	☐

The General Plan provides for alternative transportation modes, including pedestrian and bikeways which serve to reduce automobile trips. By also improving the street intersections to accommodate the high amount of truck traffic and reduce intersection congestion will help reduce the concentration of emissions from idling vehicles. The City has a limited number of intersections that would experience any congestion problems. These include South Auburn Street at S.R. 174 with existing level "E" and South Auburn Street at the over crossing on the north side of I-80. The major source of congestion is a result of the rail road crossing at Grass Valley Street . There is no potential or practical solution for this problem. As build out continues into the undeveloped areas of the City new capital improvements in the infrastructure including the circulation system will be needed. This is especially true of Placer Hills Rd. that provides only a "D" LOS at buildout. The City must monitor these conditions and provide these improvements to maintain at least a "C" LOS. These lower LOS contribute to emissions related to poor air quality. The mitigation measures in the Circulation Element and the Natural Environment Element will minimize the impact on air quality with the adoption of the General Plan.

The development of commercial and industrial areas in the City must be monitored to evaluated their impact on air quality. The General Plan calls for the adoption of the Placer County 1991 Air Quality Attainment Plan (or updated version). This plan provides for monitoring and mitigation to reduce stationary and transportation source emissions. With increased commercial and industrial activity in the City there is potential negative impact on air quality. The Placer County Air Quality Attainment Plan that is to be adopted by the City as part of the General Plan. This plan provides mitigation and evaluation tools to monitor and limit emissions from industrial and commercial development. These mitigation measures can have a positive effect on air quality. By cooperating with local, state and federal agencies the impact on air quality can be minimized with the adoption of the General Plan.

b) Expose sensitive receptors to pollutants?	☐	☐	☐	X
c) Alter air movement, moisture, or temperature, or cause any change in climate?	☐	☐	☐	X

There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would cause any of the above effects.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create objectionable odors?	☐	☐	☐	X

Approval of new industries or other land uses that may create objectionable odors is subject to the City's environmental review and permitting processes. However, there are currently no specific regulations for odor producing activities in the City nor is there a perceived immediate need for such regulations at the present time.

VI. TRANSPORTATION/CIRCULATION,

Would the proposal result in:

a) Increased vehicle trips or traffic congestion?	☐	X	☐	☐

The effects of population and employment growth in terms of trip generation and distribution in the Study Area are presented in the Circulation Element of the General Plan. Levels of service at the main roadways and primary intersections will be lowered (See Circulation Element). The General Plan also addresses the environmental impacts of growth on the circulation system. The principal effects of increased traffic are the decreased capacities and lower LOS on the existing system. The system may be extended beyond design capacity. All new developments should be required to pay for infrastructure improvements through development fees. These fees are necessary when a project's direct result is to lower the LOS below "C". The mitigation measures in the Circulation Element provide for a minimizing of impact on the circulation system in the City.

b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
c) Inadequate emergency access or access to nearby uses?	☐	☐	☐	X
e) Hazards or barriers for pedestrians or bicyclists?	☐	☐	☐	X
f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X
g) Rail, waterborne or air traffic impacts?	☐	☐	☐	X

VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

a) Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	☐	☐	☐	X

No State or Federally listed rare or endangered animal species are known to exist in the City, the City's Sphere of Influence, or the planning area.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Locally designated species (e.g., heritage trees)?	☐	☐	☐	X
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	☐	☐	☐	X
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	☐	☐	☐	X
e) Wildlife dispersal or migration corridors?	☐	☐	☐	X

The Natural Environment Element addresses habitat areas. Preservation of these areas is provided for through the goals, policies and mitigation in this element.

VIII. ENERGY AND MINERAL RESOURCES.
Would the proposal:

a) Conflict with adopted energy conservation plans?	☐	☐	☐	X

Energy conservation is addressed in the existing Housing Element, Chapter 8. This involves new development as well as retrofit projects.

b) Use non-renewable resources in a wasteful and inefficient manner?	☐	☐	☐	X
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	X

IX. HAZARDS. Would the proposal involve:

a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)?	☐	☐	☐	X

The risk of accidental explosion is site specific and is dependent upon the type of development on an individual parcel. All proposed projects will comply with City and other safety and building codes for development. All project plans will also be reviewed by the City Fire Chief.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Possible interference with an emergency response plan or emergency evacuation plan?	☐	☐	X	☐

The Safety Element of the General Plan addresses Police and Fire protection services. As buildout continues, the City must monitor potential changes in service by Fire and Police. By following the goals, policies, and implementation measures, the safety of the community will be maintained.

The impact of growth on the circulation system in the City can also have an affect on emergency response The implementation measures of the Circulation Element will help minimize the impact on response time by increasing the efficiency of the circulation system.

c) The creation of any health hazard or potential health hazards?	☐	☐	☐	X

No health related effects resulting from the adoption of the General Plan are foreseen.

d) Exposure of people to existing sources of potential health hazards?	☐	☐	☐	X

The adoption of the General Plan will not create or expose individuals to any potential health hazard.

e) Increased fire hazard in areas with flammable brush, grass, or trees?	☐	☐	☐	X

X. NOISE. Would the proposal result in:

a) Increases in existing noise levels? (1)	☐	☐	X	☐

Expected growth and development in Colfax will increase ambient noise levels along principal , and collector roadways and will expose people to them. The Noise Element of the General Plan indicates that much of the Study Area falls within the 65 decibel contour line, which is below the normally acceptable range for commercial uses of 70 decibels. Areas of future development that are within the 72 decibel contour are in close proximity to I-80 as well as the rail line. Development and design issues are addressed in the Noise Element These include the use of barriers and design criteria to mitigate excessive noise exposure.

The Land Use Element provides for industrial and commercial uses in the areas of higher decibel ranges. New development in these areas must meet City noise standards for development and provide mitigation to decrease potential risk for surrounding areas as provided in the Noise Element.

Potentially

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of people to severe noise levels?	☐	☐	X	☐

Noise studies are required of project development applications located near identified noise sources. Mitigation of noise impacts is required as part of the City environmental review process before the issuance of any building permits. Construction noises in early morning, late evening, or weekend hours that may cause complaints are mitigated by controlling work hours.

XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

a) Fire protection?	☐	☐	X	☐

As buildout occurs the City will need to monitor service levels and response times to determine when additional fire protection services are needed and what measures must be taken to accomplish necessary improvements.

b) Police protection?	☐	☐	X	☐

As buildout occurs the City will need to monitor service levels and response times to determine when additional police protection services are needed and what measures must be taken to accomplish necessary improvements.

c) Schools?	☐	☐	X	☐

The City is served by the Colfax School District with 530 elementary pupils enrolled and Placer Union High School District with 840 high school pupils. The schools that serve the City are located outside the City limits. The existing Housing Element addresses the potential need for expansion and the development fees charged to provide for needed expansion. The leadership in the School Districts will need to monitor population growth as buildout takes place to provide for expansion of facilities.

d) Maintenance of public facilities, including roads?	☐	☐	X	☐

It is anticipated that increasing demands on the maintenance of streets and other facilities will be partially met with increased property and sales tax revenues. If this is not the case, reduction in levels of service and maintenance may be anticipated. Capital improvements within the transportation system of the City will need to be accomplished as the City expands. The Circulation Element addresses some of these issues.

e) Other governmental services?	☐	☐	X	☐

For all of the above services the City will charge new developments various impact fees that have been developed and approved by City Council for the expressed purpose of offsetting development impacts in the City of Colfax. These impact fees will continue to be monitored to provide accurate accounting costs to increase fees when necessary.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

XII. UTILITIES AND SERVICE SYSTEMS.
Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

a) Power or natural gas? ☐ ☐ ☐ X

As the Study Area grows over the next few years, new power and propane delivery systems will be required. These services are provided by public and private companies. These facilities and services are provided with electric power by Pacific Gas and Electric. The gas needs of the study are supplied by local propane suppliers. New installation and service will be paid for by new project management. Thereafter, owners or tenants will pay for utilities services.

b) Communications systems? ☐ ☐ ☐ X

These services are provided by private companies and are not the responsibility of the City.

c) Local or regional water treatment or distribution facilities? ☐ ☐ ☐ X

The City of Colfax relies on the Placer County Water Agency for its water supply. There will be minimal constraints for future development in the study area for water supply and delivery. New installation and service will be paid for by new project management. There after , owners or tenants will pay for utility service. See Section IV. f above.

d) Sewer or septic tanks? ☐ X ☐ ☐

The City owns and operates a wastewater treatment plant (WWTP). The Safety Element addresses the increased growth directed by the Land Use Element. The most current data on the WWTP reveals that the plant is operating at about 85% of its inflow certification. This provides opportunity for growth in the planning area. The current growth trend in Colfax is 2.5% per year. When limitations of the Hillside Development Guidelines and current growth trends are incorporated into the planning process, the WWTP can provide service for the next 7-10 years. The life of the General Plan is to be 20 years. Mitigation measures in the Safety Element will increase the City's potential capacity to treat and discharge wastewater. There is sufficient time for the City to develop a long range capital improvement program to increase capacity of wastewater inflow. This will provide for wastewater treatment for growth and development.

e) Storm water drainage? ☐ X ☐ ☐

The City's requires new development to provide for drainage collection and distribution. The City only approves development when these conditions are in compliance with existing City storm drainage system. The City continues to upgrade, maintain and repair its storm drainage system. By following these policies and practices the potential for hazard from flooding can a minimized.

See Sections IV. a and b above

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Solid waste disposal? The City presently relies on the Placer County Solid Waste Management Plan and the Western Regional Sanitary Landfill to dispose of its solid waste. The landfill has capacity for several more years, however, the utility master plan calls for aggressive conservation measures.	☐	☐	X	☐
g) Local or regional water supplies? See Section IV above.	☐	☐	☐	X

XIII. AESTHETICS. Would the proposal:

a) Affect a scenic vista or scenic highway? Future development in the Study Area includes the potential for degradation of the scenic environment. Any potential impact will be addressed by the Design Review Commission through the permit process.	☐	☐	X	☐
b) Have a demonstrable negative aesthetic effect? See Item a above.	☐	☐	X	☐
c) Create light or glare? New street lighting and night traffic will increase light levels in the City but this will not create a significant negative impact on present or future residents of the area. Any potential impact is mitigated by the implementation standards in the Community Design Element.	☐	☐	X	☐

XIV. CULTURAL RESOURCES. Would the proposal:

a) Disturb paleontological resources? There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would disturb cultural resources. If potential cultural resources are uncovered during development operations, the Anthropology Department at California State University, Chico should be contacted for evaluation of the circumstances.	☐	☐	☐	X
b) Disturb archaeological resources? See Item XIV a above.	☐	☐	☐	X
c) Affect historical resources? See Item XIV a above.	☐	☐	☐	X

Issues (and Supporting Information sources):	Potentially Significant Impact	Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?	☐	☐	☐	X
See Item XIV. a above.				
e) Restrict existing religious or sacred uses with the potential impact area? See Item XIV. a above.	☐	☐	☐	X

XV. RECREATION. Would the proposal:

a) Increase the demand for neighborhood or regional parks or other recreational facilities?	☐	☐	☐	X

The Natural Environment Element addresses the need for additional open space for recreation. Goals, policies, and implementations Measures provide for increased open space for recreation. As further development takes place these measures will provide for the recreational needs of the neighborhoods.

b) Affect existing recreational opportunities?	☐	☐	☐	X

See Item XV a above.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range or a rare or endangered plant or animal, or eliminate important examples of the major period of California history or prehistory?	☐	☐	☐	X
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☐	☐	X

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	X	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	X

XVII. EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following an attached sheets:

No earlier analyses were used.

LIST OF SOURCES

1. Draft City of Colfax General Plan 2020
2. City of Colfax General Plan
3. Current Land Use and Zoning Overlay Map
4. General Plan Map
5. City of Colfax Hillside Development Guidelines
6. Placer County General Plan Background Report 1994
7. Placer County General Plan

Mitigation Program
City of Colfax
General Plan 2020

Land Use

Mitigation Measure	Implementation Measure	Responsibility
Require expanded initial studies (CEQA)and fiscal impact studies to evaluate the advantages and disadvantages of all proposed annexations or major rezonings.	2.6.1A	PC, CP, LAFCO
Require Prezoning for all land use changes in Placer County jurisdiction within the lands surrounding the SOI.	2.6.1B	LAFCO, CP
Commercial development will be clustered on arterial streets and at major intersections near Interstate 80 interchanges.	2.6.1C	PC, CP
Industrial development will be located near the railroad.	2.6.1D	PC, CP
Traveler and visitor oriented land use will be located near the I-80 corridor.	2.6.1E	PC, CP
Locate industrial and commercial land uses away from noise sensitive land uses.	2.6.1F	PC, CP
Establish criteria for a general or medium industrial zoning designation.	2.6.1G	PC, CP
Develop a criteria for utility extension that includes economic feasibility, environmental sensitivity and enforcement of the General Plan Land Use Diagram.	2.6.2A	PC, CC, CP, PW
Update Capital Improvement Program as a means of keeping pace with the needs of future facilities and infrastructure.	2.2.6B	PC, CC, CM,
Attempt to negotiate a Master Tax Transfer agreement with the County.	2.2.6C	CC, CM
Require new development to pay a pro rata share of City infrastructure development maintenance.	2.2.6D	PC, CC, CP, PW

Mitigation Measure	Implementation Measure	Responsibility
Ensure adequate Jobs/Housing Balance by maintaining ample vacant land for commercial and industrial purposes.	2.6.3A	PC, CP, CC
Ensure adequate open space by requiring new development to dedicate the required portion of land to open space.	2.6.4A	PC, CP, CC

Circulation

Mitigation Measure	Implementation Measure	Responsibility
Monitor standards and requirements for future development of residential and commercial land, noting and prioritizing needed improvements such as streets, wastewater distribution / treatment system and storm drainage system. These needed improvements will be included in the City's Capital Improvement Program.	3.5.1A	PC, CP, CM, PW
Land uses that generate a high incidence of auto traffic, such as drive-ins, convenience stores, fast-food outlets, shopping centers, and large subdivisions, shall be required to submit a site-specific traffic impact report prior to construction or expansion of such facilities.	3.5.1B	PC, CP
Create an integrated network of pedestrian connections throughout the planning area.	3.5.2A	PC, CP, PW
Use transportation systems management techniques to lower vehicle miles traveled and to decrease air pollution emissions.	3.5.2B	PC, CP, PW

Mitigation Measure	Implementation Measure	Responsibility
Utilize the strategies recommended in the *Transportation-Related Land Use Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study Final Report (1995) Chapter 1*. These recommendations, when applicable, will be used to mitigate impacts caused by new development throughout the City. These strategies include: Provide Pedestrian Facilities Increase Density Near Transit Corridors Increase Density Near Transit Stations Encourage Mixed-Use Development Encourage Infill and Densification Develop Concentrated Activity Centers Strengthen Downtowns Develop Interconnected Street Network Provide Strategic Parking Facilities	3.5.2C	PC, CP, PW, DRC

Noise

Mitigation Measure	Implementation Measure	Responsibility
Actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.	4.8.1A	P
Periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing conditions within the community and with noise control regulations or policies enacted after the adoption of this Element.	4.8.1B	PC, CP, CC
Establish buffer areas between sensitive land uses and noise sources.	4.8.2A	PC, CP
Require noise mitigation measures when new residences are built in proximity to major transportation facilities.	4.8.2B	PC, CP

Mitigation Measure	Implementation Measure	Responsibility
Establish noise analysis procedures in the project review and building permit process.	4.8.2C	PC, CP, PW, B
Develop and utilize procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review and building permit processes.	4.8.2D	PC, PW, B
Enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).	4.8.2E	PW, B
Locate recreational activities that have a potential to cause excessive noise away from noise sensitive land uses.	4.8.2F	PC, CP

Community Design

Mitigation Measure	Implementation Measure	Responsibility
The Design Guidelines in this section will serve as interim guidelines until a fully developed version is completed.	5.21.A	PC, DRC
New development shall be subject to design review by the Design Review Commission to ensure that desired qualities are incorporated.	5.21.B	PC, DRC
Adopt design guidelines that promote the incorporation of historic features in new developments.	5.21.C	PC, CC
Adopt a Historic Preservation Plan which establishes strategies the City will use to promote historic preservation.	5.21.D	PC, CP, DRC
Use open space and design monuments to develop gateway entrances and to entice travelers on Interstate 80 to visit Colfax.	5.21.E	PC, CP, DRC

Mitigation Measure	Implementation Measure	Responsibility
The City will pursue programs such as grants, public or private donations or contribution for improving maintenance and upkeep of properties throughout Colfax.	5.21.F	CM, EDC
Create an inventory of all the historic structures and areas in Colfax and its sphere of influence.	5.21.G	DRC

Natural Environment Element

Mitigation Measure	Implementation Measure	Responsibility
Prepare and adopt a tree preservation ordinance that is focused on woodland habitat and native tree preservation.	6.11.1A	PC, CP, CM, PW
Require all new developments to achieve a status of no net loss of native tree species. This is done by site design, replanting, or any other method that the City deems acceptable.	6.11.1B	PC, CP, PW
Implement grading, drainage and ground cover policies to minimize disturbance of existing vegetation.	6.11.1C	PC, CP, PW, B
Implement land development policies regarding tree cover within greenways and open areas.	6.11.1D	PC, CP, PW
Provide development incentives for projects which incorporate habitat protection into project design.	6.11.2A	CP, CP, CC
Require a wildlife survey for all projects located in potential habitat areas and require that the findings of the surveys be incorporated into the decision making process.	6.11.2B	PC
Enforce and implement code and development requirements that will protect water quality.	6.11.3A	PC, CP, PW, B
Require onsite review for any development that could have an effect on surface water or ground water within the City of Colfax.	6.11.3B	PC, PW

Mitigation Measure	Implementation Measure	Responsibility
The City shall coordinate with other local, regional, and state agencies, including the PCAPCD and the California Air Resources Board (ARB), in incorporating regional and county clean air plans to City planning for project review. This includes mitigation measures consistent with PCAPCD's 1991 Air Quality attainment Plan (or updated edition). The City shall also cooperate with the PCAPCD and ARB in the following efforts: a. Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality; b. Establishing monitoring stations to accurately determine the status of carbon monoxide, ozone, nitrogen dioxide, hydrocarbon and PM_{10} concentrations; c. Developing consistent procedures and thresholds for evaluating both project-specific and cumulative air quality impacts for proposed projects.	6.11.4A	PC, CP, CM
The City shall co-operate with the PCAPCD to develop minimum project threshold sizes that would trigger requirements for air quality analysis and project mitigation. Elevated carbon monoxide concentrations are associated with congested intersections having high traffic volume. To address this problem, the PCAPCD shall require carbon monoxide modeling and intersection-specific mitigation measured for congested intersections having a level of service of D, E, or F designed to improve these levels of service.	6.11.4B	PC, CP, PW
The City shall adopt by ordinance, the PCAPCD 1991 Air Quality Attainment Plan (or updated edition) as the City's Air Quality Attainment Plan.	6.11.4C	PC, CC

Mitigation Measure	Implementation Measure	Responsibility
Implement and enforce all guidelines and restrictions of the Cities Municipal Code relating to grading and drainage.	6.11.5A	PW, B
Require an onsite soil survey by an approved soil erosion prevention specialist for all large developments or those occurring on soils that have been proven to be prone to erosion.	6.11.5B	PC

Mitigation Measures	Implementation Measures	Responsibility
Make information relating to potential hazards on site specific areas in the City available to all City agencies and related City leadership and planners.	7.9.1A	CP, P, F
Record information on potential geologic and seismic hazards with parcel or subdivision maps.	7.9.2A	PC, CP
Review Building Code requirements to determine the adequacy of standards necessary to protect against all seismic hazards and to assure that the Code is current with the latest technological advances.	7.9.2B	PW, B
Develop programs in cooperation with other public agencies to increase public awareness of seismic hazards and to educate the citizens of Colfax on public and private actions that can help to minimize injury and property loss before, during, and after an earthquake.	7.9.2C	P, F, CM, CC
Adopt and enforce a comprehensive Grading and Erosion Control Ordinance, requiring control of existing erosion problems, as well as the installation of erosion, sediment, and runoff control measures in new developments.	7.9.3A	PC, CP, CC, PW

Mitigation Measures	Implementation Measures	Responsibility
Adopt regulations relative to zoning and subdivision ordinances which regulate land alterations, road construction or structural development on slopes of 15% or greater.	7.9.3B	PC, CC, CP
The City shall proceed with the design, financing and construction of capital improvements of the current wastewater treatment system to meet future growth and development demands.	7.9.4A	CM, PW
City staff shall monitor and report quarterly to the City Council on the current inflow levels of the WWTP.	7.9.4B	PW, CM, CC
The City shall continue to evaluate and collect development fees to cover the maintenance and improvements required in the wastewater system.	7.9.4C	CM, PW
Enforce the existing City Ordinance regarding weed abatement on lots and larger properties within City limits.	7.9.5A	F
Adopt an ordinance for the provision of fire resistant materials and landscaping, and the use of early warning systems such as sprinklers with alarms for all new developments.	7.9.5B	F, PW, B
To the maximum extent feasible conduct periodic inspections of vacant properties to ensure that dry weeds and other combustible fuels are not permitted to accumulate.	7.9.5C	F
Enforce the Emergency Service Plan throughout the City.	7.9.6A	P, F
Evaluate the Crime Prevention Plan and update and change as needed to protect the quality of life in the City.	7.9.6B	P

Economic Development

Mitigation Measure	Implementation Measure	Responsibility
Require that the Economic Development Committee develop an economic development plan and strategy for the City.	8.5.A	CM, EDC
Devise a capital improvement plan for infrastructure improvement and development. Including the implementation of community design standards for downtown development.	8.5.B	CM, CP, DRC
Establish a priority of existing parcels in older areas of the City and provide incentives to utilize these parcels for infill development.	8.5.C	CM, CP, EDC
Form a Tourism Council to encourage tourism with in the City.	8.5.D	CC, CM, EDC
Seek out developers and provide incentives for hotel/motel development along the I-80 corridor.	8.5.E	CM, EDC

Mitigation Program Legend

B	Building Department
CC	City Council
CP	City Planner
CM	City Manager
DRC	Design Review Commission
EDC	Economic Development Committee
F	Fire Department
LAFCO	Local Agency Formation Commission
PC	Planning Commission
P	Police Department
PW	Public Works Department

Chapter 11
City of Colfax
Existing Housing Element

Prepared by:
Connerly and Associates, Inc.
Sacramento

ACKNOWLEDGMENTS

COLFAX CITY COUNCIL

Fern Chadd, *Mayor*
Jerry Hodges, *Mayor Pro-Tem*
Deborah Miller
Jeff Farrell
Michele Ralphy

COLFAX PLANNING COMMISSION

John Cass, *Chairman*
Marian Bates
George Torres, Jr.
Frank Hann, Jr.

William Enoch
City Manager

Dann Counihan, P. E.
City Planning Consultant

Connerly & Associates, Inc.
Sacramento
Housing Element Consultant

Cover Illustration By John R. Dahle

TABLE OF CONTENTS

CITY LOCATION MAPS iv

CHAPTER ONE: INTRODUCTION 1
Historical Development of Colfax 1
Requirements of State Law 2
Consistency With The General Plan 3
Legal Adequacy of the Plan 4
Summary of the Housing Element Requirements of State Law 5
How Requirements of State Law Affect City Housing Issues 6
Public Participation 7

CHAPTER TWO: POPULATION CHARACTERISTICS 8
Colfax Household Characteristics Survey 8
Present and Projected Population Characteristics 10
Age of Population 11
Ethnicity 13
Household Characteristics 14
Income Definitions 16
Employment Characteristics 18

CHAPTER THREE: SPECIAL HOUSING NEEDS 25
Physically/Developmentally Disabled Individuals 25
Group Quarters/Non-Household Population 29
Elderly Households 29
Female-Headed Households 32
Farm Workers 33
Emergency Shelters/Homeless Needs 33
Large Families 35
Overpayment 36
Overcrowding 37
Summary of Special Housing Needs 40

CHAPTER FOUR: FUTURE HOUSING NEEDS 41

CHAPTER FIVE: HOUSING CHARACTERISTICS 45
Housing Stock 45
Vacancy Rates 46
Age of Housing 47
Housing Conditions 49
Housing Costs 51
Supply of Public and Subsidized Housing 59

CHAPTER SIX: GOVERNMENTAL FACTORS AFFECTING HOUSING PRODUCTION 63
Land Use 63
Development Permit Process and Timeframes 65
Land Inventory 71
Permit Fees and Schedules 78

CHAPTER SEVEN: NONGOVERNMENTAL FACTORS AFFECTING HOUSING PRODUCTION 82
Development Costs 82
Cost of Construction 82
Utility Constraints 83
Availability of Financing 83

CHAPTER EIGHT: ENERGY CONSERVATION EFFORTS 85

CHAPTER NINE: EVALUATION OF THE PREVIOUS HOUSING ELEMENT 86

CHAPTER TEN: POLICIES, PROGRAMS AND QUANTIFIED OBJECTIVES 91
Summary of State and Federal Programs Available to Colfax 91
Goals and Policies 99
Implementation Programs 104
Quantified Objectives 113

APPENDIX: DEFINITIONS 114

LIST OF TABLES

1: 1992 Populations of Cities in Placer County 10
2: 1990 Population by Age 11
3: 1980 & 1990 Population Increases by Age 12
4: 1980 & 1990 Population by Ethnicity 14
5: Household Size & Type 15
6: Income Categories 17
7: Household and Family Income (1990 Census) 17
8: 1990 Employment by Industry and Occupation 19
9: 1990 Employment Travel Modes 20
10: Households and Mean Household Income 21
11: Annual Average Labor Force Employment 24
12: Disability Status 27
13: 65 Years Old and Older 30
14: Number of Persons by Tenure 36
15: Number of Rooms by Housing Unit 37
16: Overcrowding & Persons Per Rooms 38
17: Persons Per Household (City of Colfax) 39
18: Persons Per Household (Placer County) 39
19: Fair Share Allocation for the City of Colfax 42
20: Types of Housing Units in 1990 45
21: Types of Vacant Housing Units 47
22: Age of Housing Stock (1992 Colfax Household Survey) 48
23: Age of Housing 48
24: City of Colfax 1992 Housing Conditions Survey Results 50
25: Home Values 52
26: Contract Rents 54
27: Monthly Housing Expenses 55
28: Section 8 Fair Market Rents 55
29: Section 8 Utility Allowance 56
30: Average Rents 57
31: Housing Cost--Home Loan 58
32: Dwelling Units Rehabilitated Since 1989 62
33: Colfax Street Improvement Standards 69
34: Summary of Vacant Land by Zoning 74
35: City of Colfax Recently Approved Land Development Projects 77
36: Permit Fees and Schedules 78
37: Impact Costs for Single & Multifamily Units 81
38: Planning Fee Comparison 81
39: The Effect of Changes in Interest Rates on the Cost of a Home 84

CHAPTER ONE: INTRODUCTION

HISTORICAL DEVELOPMENT OF COLFAX

The earliest contemporary history of Colfax began in a little valley just below Colfax on the southern side of the Southern Pacific Railroad. Along a bend in the valley known as Alder Grove, miners first congregated as early as the Spring of 1849. The early miners had reached the valley at a time when the river was much too high for successful mining ventures and the area never became a strong settlement for miners.

The area did, however, become the distributing point of supplies for all of the mining camps around it. As a commercial area, it ranked with Dry Diggings (Auburn) until late in the Fall of 1849, when fear of a harsh winter in the upper canyon area discouraged winter trading activity.

The early settlers to the area were Oregonians, but they named the community they started "Illinoistown," which baffled early historians of the area. The following quote is from Thompson and West's *History of Placer County* printed in 1882 and recounted in the *Colfax Record* of December 23, 1949:

> How the name Illinoistown stuck to the little settlement is past comprehension. Any of the other names which it bore were more euphonious. Pierson's store was the place where the "boys" most did congregate, and where "speculation" in cards was a predominating feature. Here a meeting was held in December, 1849, and the name fastened upon the locality, though there were probably not to exceed a half dozen emigrant residents from the State of Illinois. Fully fifty men claimed it as their winter home, and with the opening spring of 1850, came hundreds of men seeking for diggings upon the adjacent streams and the ridges both upon that and the Iowa Hill divides, and it assumed a business importance second only to Auburn, which is maintained for fully fifteen years, or until the completion of the Central Pacific Railroad to Colfax in 1865, which place soon thereafter absorbed it in a commercial point of view."

Except for the building of the railroad, Colfax would probably still be known as Illinoistown. The site for the town which is today known as Colfax was laid out by the Central Pacific Railroad in 1865. The name Colfax came from Schuyler Colfax who served as Vice President in the Grant administration.

In 1875 Colfax was listed as one of the leading towns in Placer County as a distribution center. In 1910 the City of Colfax was incorporated.

Today Colfax is still a small railroad town of approximately 1,400 residents. The City is located on Interstate 80 in the Sierra foothills at the junction of Highway 174, 50 miles east of Sacramento. Many of the quiet "home town" qualities of historic Colfax still exist in the modern-day community.

REQUIREMENTS OF STATE LAW

The City of Colfax has prepared this housing element of its General Plan in accordance with the goals, objectives, policies, and provisions set forth in Article 10.6 Sections 65580-65589 of the Government Code, which was adopted by the California State Legislature in September 1980.

Through its housing element, the City of Colfax supports the primary state goal of using local policies and state and federal programs in an effort to secure the early attainment of decent, suitable, and affordable housing for every present and future resident of the City of Colfax regardless of race, religion, ethnicity, sex, marital status, age, handicap, or economic circumstances.

The City recognizes its responsibility to cooperate in state, federal, county, and regional efforts to meet this goal. Furthermore, the City recognizes that a local government is in the best position to determine the efforts needed within its own boundaries to facilitate the state's housing goal.

The policies and objectives presented in this housing element, therefore, reflect the local economic and social needs of the Colfax community. Housing element policies also guide the City in residential decision-making which furthers state objectives, such as:

* Recognition that the availability of housing and the early attainment of decent and suitable housing in a safe and healthy environment for every California family is of vital statewide importance.

* Early attainment of such housing requires the cooperation of all segments of government and the private sector to expand housing opportunities for Californians of all economic levels.

* Providing housing affordable to low- and moderate-income households requires even greater cooperation between all levels of government and the private sector.

* The powers invested in state and local government should be used to improve and develop housing for all economic segments of the community.

* Each local government has the responsibility to consider fiscal, economic, and environmental factors of the community as set forth in the general plan and to cooperate with other local and state governments in meeting regional housing needs.

CONSISTENCY WITH THE GENERAL PLAN

The Colfax General Plan is the City's comprehensive policy statement regarding the physical, economic, and social development of the City; the preservation and conservation of natural human features of the landscape, particularly historic buildings and sites; and, the redevelopment and re-use of land and buildings within the City. Among the issues that the General Plan addresses are the City's scheme of existing and proposed land uses, transportation and circulation, parks and recreation, open space, housing, protection from environmental and human hazards, noise, and the conservation of natural resources.

The City has reviewed the policies and implementation measures of each of the other elements of the General Plan that could potentially affect the City's ability to carry out its responsibilities under state housing element law and its ability to achieve local housing goals. The City has concluded the following based on this evaluation.

* The Land Use Element of the General Plan provides for an adequate range of residential densities and sufficient amount of residentially designated land to accommodate the City's regional share of housing for all income groups, as determined by the Sierra Planning Organization.

* The Circulation Element of the General Plan contains the policies and implementation measures to assure that residential development can be adequately served by new and expanded streets. The Circulation Element policies provide for enough flexibility to allow the City to approve alternative street designs to reduce housing costs for affordable housing developments.

* The Open Space and Conservation Elements of the General Plan identify land and resources that should be preserved for open space and habitat protection purposes. Although there are inherent conflicts in planning for growth, protecting sensitive habitats, preserving land for open space, and preserving land for resource uses, the City believes it has balanced these competing needs in a way that provides adequate environmental protection and provides for sufficient land at adequate densities to meet the City's housing needs for all income groups.

* In its Noise and Safety Elements, the City has identified potential health and safety hazards from natural and human sources. Mitigation measures adopted to address these potential hazards will not negatively impact the City's ability to meet its housing needs. The distribution and density of various residential land uses provided for in the Land Use Element has been adopted specifically to avoid negative impacts from sources of excessive noise or other health and safety hazards.

* The General Plan contains policies and implementation measures to assure that new development can be adequately served by public facilities and services. These policies seek to accommodate, rather than limit development and provide a reasonable timeframe for

completing major public improvements. The City has adopted measures to assure that public facilities are provided in the most cost-effective manner possible to reduce the cost impacts on new residential developments. Specific policies for mitigating the cost impacts of public services and facilities on affordable housing development are included in this element.

LEGAL ADEQUACY OF THE PLAN

This housing element is intended address the housing needs of all residents of the area included within the City limits at the time of adoption, and future residents expected to reside within the sphere of influence. Factors affecting the City's ability to meet its regional housing needs are discussed in the Government Constraints section of this housing element.

The projections, market conditions, analysis of resources, goals, objectives, policies, and programs contained in this housing element are designed to meet the housing needs of the City of Colfax between July 1992 and July 1997, although some of the policies and programs address housing needs beyond that timeframe. In compliance with Housing Element Guidelines set forth by the State of California, this element will be reviewed and updated every five years.

The goals, objectives, and policies are relevant to issues of particular concern to the City of Colfax and reflect the specific history, economy, and demographics of the community.

The historic density ranges discussed in the section on Government Constraints are specific enough to realistically forecast the build-out of developable vacant sites in the City. These densities and land use policies are consistent with policies set forth in the Colfax Land Use Element.

The programs, projections, demographic, statistics, and assumptions used in this housing element are consistent throughout the document. The legislative intent and policies established in Government Code Section 65580 and 65581 are clearly reflected in the Policy section of this Housing Element.

SUMMARY OF HOUSING ELEMENT REQUIREMENTS OF STATE LAW

FROM SECTION 65583 OF THE GOVERNMENT CODE

According to Section 65583 et. seq. of the California Government Code, a housing element shall contain an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing.

Specifically, the element must contain:

(a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs, including:

1) Analysis of population and employment trends
2) Analysis and documentation of household/housing characteristics
3) Inventory of land suitable for residential development
4) Analysis of potential and actual governmental constraints
5) Analysis of potential and actual non-governmental constraints
6) Analysis of special housing needs (including homeless needs)
7) Analysis of opportunities for energy conservation
8) Analysis of existing government-financed low-income rental housing developments that could convert to market-rate rental housing within the next 10 years

(b) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing. The total housing needs identified in (a) may exceed the available resources and the community's ability to satisfy those needs.

(c) A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element, including:

1) Identification of adequate sites that will be made available
2) Assisting in the development of housing affordable to low-income (80% or less of median) and moderate-income (80-120% of median) households
3) Addressing, and where possible, removing governmental constraints
4) Conservation of and improvement in the condition of existing affordable housing stock
5) Promotion of housing opportunities for all persons (fair housing program)

HOW THE REQUIREMENTS OF STATE LAW RELATE TO THE CITY'S MOST CRITICAL HOUSING ISSUES

The requirements of housing element law focus on actions that cities counties can take to accommodate lower-income housing. This focus has evolved from the legislative assumption that most moderate- and above moderate-income households can satisfy their housing needs with market-rate housing. So long as local governments do not impose unreasonable development restrictions to the construction of housing, or unrealistically low densities for housing, the Legislature has implicitly determined that the market-rate housing can meet the needs of moderate-income and other households. The corollary to this assumption is that proactive government policies are needed to assist the private sector in providing housing for low-income households.

Colfax's responsibility to adopt policies to encourage the construction of additional low-income housing will be relatively small in comparison to Placer County because the Sierra Planning Organization, in its Regional Housing Allocation Plan, has allocated no additional low-income housing between 1992 and 1997. Since nearly 80% of the City's residents are low-income, the Sierra Planning Organization determined that additional low-income housing in Colfax would disproportionately impact the City relative to other communities in the region. The new construction needs allocation prepared by SPO does not account for any local economic or demographic factors which could contribute to the need for housing over and above the SPO projection. If, for example, the City of Colfax were expecting a large employer to move to the area, or transportation improvements to stimulate housing demand over and above that anticipated in SPO regional housing allocation plan, the City may desire to evaluate the potential housing impacts of such factors. In addition the SPO plan does not include an estimate of housing needs among the City's current low-income residents which could require provision of additional affordable housing.

State law contains a number of requirements, some of which will be difficult, if not impossible, for the City to meet fully given the present level of local, state, and federal resources. The City's Housing Element will, therefore, base its quantified objectives on the level of effort that is feasible for the City. So long as the City makes a "good faith effort" to meet its housing needs, the requirements of State law will be satisfied. "Good faith effort" is not defined in state law, but is recognized by HCD to mean making use of available state and federal programs that will work given local circumstances, removing local barriers to the production of affordable housing that will not result in health and safety problems for the community, ensuring that there is sufficient land at appropriate densities to meet the housing needs of all income groups, and actively working with developers and non-profit housing sponsors to achieve local housing objectives.

PUBLIC PARTICIPATION

Because Colfax is a small City, the City Council did not foresee a need for formal public participation outside of Planning Commission and City Council meetings. These meetings are accessible to all residents in the community. To ensure that residents were notified of these meetings and encouraged to attend, the City published a public notice in the local newspaper and posted notices at City Hall and the City Library. Residents were provided an opportunity to discuss the housing element process and housing program options at public workshops conducted by the City Council and the Planning Commission on January 7, 1993 and February 4, 1993. In addition, a public hearing was conducted before the Planning Commission on March 18, 1993 and before the City Council on March 23, 1993, to review and discuss the draft Housing Element. Colfax citizens had a final opportunity to express their views on the Housing Element at public hearings before the Planning Commission on May 6, 1993 and before the City Council on May 7, 1993 to adopt the Housing Element.

The City notified community groups with a potential interest in City housing policies of the public hearings on the City's Housing Element. None of these groups attended the public proceedings nor did any request a copy of the draft Housing Element. Because so few residents do not speak English as their primary language, the City did not translate public hearing notices into other languages. With these efforts, the City believes that all those who were potentially interested in the Housing Element were notified of the revision process.

CHAPTER TWO: POPULATION CHARACTERISTICS

In 1992 the City's housing consultant, Connerly & Associates, Inc. performed a household characteristics survey at the request of the City. The results of that survey are displayed below:

COLFAX HOUSEHOLD CHARACTERISTICS SURVEY

TENURE

Total Responses: 318
Own: 144 (45.3).
Rent: 174 (54.7)

PERSONS PER HOUSEHOLD

Total Responses: 316 (680 in 316 HH)

	HH	Persons	%
One:	122	122	(17.9)
Two:	101	202	(29.7)
Three:	42	126	(18.7)
Four:	32	128	(18.8)
Five:	12	60	(9.1)
Six+:	7	42	(6.0)

TOTAL RESPONSES: 657 persons

MALES:	301	(46.0%)
FEMALES:	356	(54.0%)
62 YEARS +:	141	(21.0%)
UNDER 18:	144	(22.0%)
UNDER 6:	67	(10.0%)
HANDICAPPED:	35	(5.0%)

SINGLE MOTHERS: 18 (6.0%)

The calculation of income levels is based on the following income definitions from the California Department of Housing and Community Development for Placer County in 1991.

HH Size	Very Low 50% of Med.	Low 80% of Med.	Moderate 120% of Med.
ONE	$13,900	$22,250	$33,370
TWO	$15,900	$25,400	$38,100
THREE	$17,850	$28,600	$42,900
FOUR	$19,850	$31,750	$47,640
FIVE	$21,450	$34,300	$51,450
SIX	$23,050	$36,850	$55,270
SEVEN	$24,600	$39,400	$59,100
EIGHT	$26,200	$41,900	$62,850

Percent Very Low-Income: 56%

Percent Low-Income: 24%

Percent Moderate-Income: 12%

Percent Above Moderate-Income: 8%

PRESENT AND PROJECTED POPULATION CHARACTERISTICS

The housing element statistics, for this section, have been derived from the 1990 U.S. Census (unless otherwise noted).

A twenty-year comparison shows that the City of Colfax experienced a population increase of 39% between the 1970 and the 1990 Censuses. The population increased from 798 to 981 persons between 1970 and 1980, and increased by another 328 persons between the 1980 and 1990. According to the 1990 Census, there were 621 males and 695 females living within the City.

The Department of Finance (DOF) estimated Colfax's population at 1,393 in 1992. It was the smallest of the six incorporated cities in the Placer County.

TABLE 1
1992 POPULATIONS OF CITIES
IN PLACER COUNTY

Auburn	11,156	11.2%
Colfax	1,393	1.4%
Lincoln	7,798	7.8%
Loomis	5,886	5.9%
Rocklin	23,253	23.3%
Roseville	50,308	50.4%
Incorporated Population	99,794	100.0%
Unincorporated Population	87,067	46.6%
COUNTY TOTAL	**186,861**	

Source: January 1992 DOF E-1 Estimates.

Note: There is some question as to whether the Census Bureau counted dwelling units outside the City limits. Since City figures show fewer dwelling units than the Census and DOF counts, for comparative purposes, Colfax will use the Census and DOF dwelling unit counts.

AGE OF POPULATION

The age range of a community and the concentration of significant numbers of the population in certain age categories is an important factor in determining the housing needs of a community. For instance, a high number of elderly residents would suggest a greater need for creating or maintaining one or two bedroom housing units and perhaps more senior housing projects within a community. As the following two tables suggest, Colfax has the greatest concentration in population among the elderly and families with children. This indicates a need for larger housing to accommodate families and the need for maintaining the one and two bedroom units now housing the City's elderly population.

The first table provides a comparison of the City of Colfax and Placer County. As illustrated in the column for percentage point differences, Colfax shows a larger population in four of the age groups. Basically, the table reflects very little difference between the two jurisdictions. The only significant difference appears in the 75-year old and older age group. Colfax had 4.1% more elderly persons in this age group, than did Placer County.

TABLE 2
1990 POPULATION BY AGE
FOR THE CITY OF COLFAX AND THE COUNTY OF PLACER

AGE	Colfax	%	Placer	% Point %	Difference
0-4	105	8.1	12,563	7.3	+ 0.8
5-18	260	19.9	34,765	20.1	- 0.2
19-24	73	5.6	11,288	6.5	- 0.9
25-34	219	16.7	27,370	15.8	+ 0.9
35-54	329	25.2	51,594	29.9	- 4.7
55-64	97	7.4	14,591	8.4	-1.0
65-74	107	8.2	12,375	7.2	+ 1.0
75+	116	8.8	8,250	4.8	+4.1
TOTAL	**1,306**		**172,796**		

NOTE: The Census data shows that 17.1% of Colfax's population is over age 65, while the City's Household Characteristics Survey indicated that 21.0% of the population may be over age 62.

Source: 1990 Census, STF 1 and the 1992 City of Colfax Household Characteristics Survey.

The second table provides the number of persons in each age category and the percentage the age group represents within the City's total population. According to the 1990 Census, the largest age group by population, covers the twenty-year span of 35 to 54 year-olds, with a total of 329 persons. The second largest age group, 260 persons, can be found in the 5-18 year-old age group.

TABLE 3
1980 & 1990 POPULATION
INCREASES AND PERCENTAGES BY AGE
FOR THE CITY OF COLFAX

Age	1980	%	1990	%	10 Year Numerical Increase
0-4	82	8.4	105	8.1	23
5-18	158	16.1	260	19.9	102
19-24	73	5.6	83	8.5	-10
25-34	131	13.3	219	16.7	82
35-54	153	15.6	329	25.2	176
55-64	136	13.8	97	7.4	-39
65-74	151	15.4	107	8.2	-44
75 +	81	8.3	116	8.9	35
TOTAL	981		1,306		325

Source: 1980 U.S. Census and the 1990 Census Summary Tape File 1 (STF 1).

Note: The Colfax 1992 Household Characteristics Survey indicated the following age characteristics as distinguished from the Census material:

* 22.0% of the population was under 18;
* 10.0% of the population was under six; and
* 21.0% of the population was over 62.

There have been numerical increases in five age groups for the ten-year period between 1980 and 1990. The largest increase of 176 persons is in the 35-54 year-old age group.
The second largest ten-year numerical increase occurred in the 5-18 year-old age group. This age group represent the children of the largest population group, which indicates that over the next five years the housing needs of the working population with families will be dominate the Colfax planning and development scenario. The two age groups covering the span of 25-54 years represent the single largest population block of the City of Colfax.

years the housing needs of the working population with families will be dominate the Colfax planning and development scenario. The two age groups covering the span of 25-54 years represent the single largest population block of the City of Colfax.

The next largest ten-year increase occurred in the four year span covering the 5-18 year-old age group, which suggests greater in-migration of families with children and higher birth rates compared to the previous decade.

Colfax's population is well distributed within the age categories, in that it does not have an excessively large age group, neither young nor old, which would draw inequitably on the City's resources or services. There is a large number of middle-aged persons, which indicates a growing work force and possibly a home-owning and tax-paying community.

The City's modest population increase over the last ten years can, in part, be attributed to its lack of job opportunities and the use of the City as a retirement community. The City is attempting to encourage the development of job opportunities, but economic development is not expected to be a significant factor stimulating population growth over the next five years. Also, Colfax has made conscious effort to keep housing costs at a minimum through reasonable government fees and exactions (please see the Chapter Six)

ETHNICITY

The City of Colfax is predominately white, although there is a small hispanic population. Between 1980 and 1990, the number of persons classifying themselves as "Hispanic" rose slightly from 79 to 81.

The "Other" category used in the Census can be misleading. If a person's racial or ethnic background does not fall within a precise category, he or she may check several categories. The Census processors add such multiple race persons to the category designated as "other". The census for the City of Colfax indicates that only 6 persons were designated as "other" in 1990.

The following Table covers the 1980 and 1990 Census Ethnicity totals, and includes the percentage of that population category for that particular year.

TABLE 4
1980 & 1990 POPULATION BY ETHNICITY

	1980	%	1990	%
White	914	93.2	1,266	96.9
Black	9	0.9	6	0.5
Amer. Indian, Eskimo, Aleut	6	0.6	23	1.8
Asian & Pacific Is.	3	0.3	5	0.4
Other	49	5.0	6	0.4
TOTAL	981	100.0	1,306	100.0
Hispanic	79	8.1	81	6.2

Note: Persons of spanish origin (Hispanic) may be of any racial category, and are included in the total population count by race. The "Other" category can include persons who do not include themselves in one of the ethnicities or racial groups already delineated by the Census, they may check several groups, or they may have checked different ethnic and racial categories.

Sources: 1980 & 1990 Census, STF-1.

HOUSEHOLD CHARACTERISTICS

Colfax had 547 households in 1990. The number of households increased by 90 between 1980 and 1990, a 19.7% increase. The number of family households increased by 67, or 243.9% during this period. The greatest percentage increase occurred among "male other family" households (7 to 30 persons or 328%). Two-person households of all types realized an increase of (26.2%). The third greatest percentage increase of 23.9% was among family households of all types.

TABLE 5
HOUSEHOLD SIZE & TYPE

	1980		Change %
One Person			
Male	55	64	16.4%
Female	108	112	3.7%
Two or More Persons			
Family Household			
Married Couple	225	258	26.2%
w/Related Children	119		
no Related Children	139		
Other Family			
Male w/No Wife	7	32	358.0%
w/Related Children	18		
w/Out Related Children	12		
Female w/No Husband	48	60	22.9%
w/Related Children	44		
w/Out Related Children	15		
Non-Family Household			
Male	64	79	23 .4%
Female	113	117	0 .1%
Total Households	457	547	19.7
Family Households	280	347	23.9%
Household Size	2.15	2.39	0 .24%

Note: The 1980 Census did not differentiate between the following two family categories: "with related children," and "without related children."

Sources: 1980 & 1990 Census, STF-1.

In 1980, the total population was 981 persons residing in 457 residences. In 1990, the population was 1,306 persons residing in 547 residences. During the ten-year period between the 1980 and 1990 Censuses, the total household population increased by 325 persons, or 33.1%. While the number of occupied units increased by only 90 units, or 19.7%. The increase in population seems to have been accommodated, in part, by the higher the number of persons per household, from 2.15 persons to

2.39 persons--a percentage point increase of 0.24%. The Department of Finance figures for 1992 indicate that the population of Colfax is now 1,393. The City's 1992 Household Characteristics Survey also indicates that the household size remains 2.15 persons per unit.

INCOME DEFINITIONS

Most governmental agencies use the same definitions of income when defining groups of households. These definition are typically expressed as a percentage of the median income, locally, County-wide, or regionally. The definitions used by the California Department of Housing and Community Development are as follows:

Very Low-Income	under 50% of median county income
Low-Income	50% to 80% of median county income
Moderate-Income	80% to 120% of median county income
Above Moderate-Income	Over 120% of income

(See the Appendix for further definition of income)

The U. S. Department of Housing and Urban development defines "low-income" and "moderate-income" differently than does the state. Under HUD guidelines, a low-income household is one earning less than 50% of median income, and a moderate-income household is one earning between 50% and 80% of median income.

These definitions depend on the measure of median income used and the number of persons in a household. Shown below are the 1992 dollar figures from the Department of Housing and Community Development for cities in Placer County. The figures below are not based on an actual survey of household income in Placer County, but are guidelines to be used to determine eligibility for state or federal housing programs. These numbers may or may not represent an accurate reflection of what households in Placer County earned in 1992.

Following the income limits table is the 1990 Census-reported income distribution for Colfax. According to the 1990 Census reported income distribution 64% of the City's households were low-income (based on the Placer County median income), the highest proportion of any City in Placer County but less than 80% reported in the City's 1992 household survey. The percentage of low-income households reported by the Census is lower than reported in the City's 1992 household survey for two probable reasons: the Census report may have included household outside the actual City limits, and the severe economic recession since 1990 has increased unemployment.

TABLE 6
INCOME CATEGORIES

Household Size	Very-Low	Lower	Moderate
One	$13,750	$22,000	$33,000
Two	$15,700	$25,150	$36,750
Three	$17,700	$28,300	$41,250
Four	$19,650	$31,450	$45,800
Five	$21,200	$33,950	$51,540
Six	$22,800	$36,450	$54,600
Seven	$24,350	$39,000	$58,500
Eight	$25,950	$41,500	$62,750

TABLE 7
HOUSEHOLD AND FAMILY INCOME (1990 CENSUS)

Income Category	Households	Percent of HHs	Families	Percent of Families
Under $5,000	16	2.8%	12	3.3%
$ 5,000-$ 9,999	94	16.7%	16	4.4%
$10,000-$ 14,999	70	12.4%	40	11.0%
$15,000-$ 19,999	74	13.1%	58	15.9%
$20,000-$ 24,999	51	9.0%	47	12.9%
$25,000-$ 29,999	51	9.0%	37	10.1%
$30,000-$ 34,999	36	6.4%	33	9.1%
$35,000-$ 39,999	36	6.4%	21	5.8%
$40,000-$ 49,999	57	10.1%	48	13.1%
$50,000-$ 74,999	64	11.3%	45	12.4%
$75,000-$ 99,999	19	3.4%	11	3.0%
$100,000 or more	6	1.1%	6	1.6%
Median:	$22,604		$26,071	
Mean	$29,241		$33,465	

Percent Very Low Income:	48%
Percent Low Income:	16%
TOTAL	**64%**

The income levels shown above may not correspond with the perceptions that an average member of the public may have regarding the levels of income that correspond to these labels. There is a tendency on the public's part to equate "low-income" with families on public assistance or in minimum and other low-wage jobs. As the above table shows the state's definition of "lower-income" includes most entry-level "blue-collar" and professional jobs. (See Table 10 for a breakdown of income by source.)

EMPLOYMENT CHARACTERISTICS

The 1990 Census, and the *1990 Annual Planning Information* report from the State of California Employment Development Department (EDD) have been combined to present a picture of the region's employment.

Of 554 employed persons, Colfax's two largest employment groups in 1990 were retail trade (23%) and construction (12%). The largest employment groups were: retail trade, professional and related services, construction, public administration, and durable goods manufacturing. Together the above groups accounted for seventy-two percent of the City's 1990 industries.

The 1990 Census shows that most Colfax residents in the labor force were employed in non-protective and non-household service, administrative support (including clerical), precision production and repair, and sales occupations. The single largest 1990 occupation in Colfax was in non-protective and non-household services (16.6%). The second largest group of occupations consisted of: administrative support, including clerical (15.2%) and precision production and repair (also 15.2%). Sales occupations accounted for (13%). The above mentioned occupations accounted for 60% of the total occupations.

TABLE 8
1990 EMPLOYMENT BY INDUSTRY & OCCUPATION

Employees	%	Industry
14	2.5	Agriculture, Forestry, Fisheries
1	0.0	Executive, Administrative & Managerial
51	9.2	Professional Specialty
9	1.6	Technicians & Related Support
72	13.0	Sales
84	15.2	Administrative Support, Including Clerical
2	0.1	Private Household
8	1.5	Protective Service
92	16.6	Service, Except Protective & Household
7	1.3	Farming, Forestry & Fishing
84	15.2	Precision Production, Craft & Repair Services
23	4.2	Machine Operators, Assemblers & Inspectors
44	8.0	Transportation & Material Moving
33	6.0	Handlers, Equipment Cleaners Helpers & Laborers

Source: 1990 Census, STF-3.

According to the 1990 Census, the commute patterns for the City of Colfax show that a large majority drive to work alone (410 as apposed to 61 who car pool). The commute time for 60% of Colfax's residents was greater than twenty minutes in 1990; with 22% driving longer than forty-five minutes to work. These figures indicate that the majority of the working population commutes to employment outside of the City of Colfax, to jobs in Auburn, Grass Valley, Nevada City, South Placer County, and Sacramento. Less than 12.3% lived within four minutes of work, and 23.2% traveled between 30 and 90 minutes to work. The following table illustrates modes of travel for workers in 1990.

TABLE 9
1990 EMPLOYMENT TRAVEL MODES

Drive Alone	410	76.2%
Carpool	61	11.3%
Public Transportation	5	0.9%
Motorcycle	4	0.8%
Walked	36	6.7%
Other	16	3.0%
Worked at Home	6	1.1%
TOTAL	538	100.0%

Source: 1990 Census, STF-3.

Employment Status

The labor force in Colfax consisted of 580 in 1990, 26 of which are unemployed, and none of which were in the armed forces. The following table indicates the number of households in Colfax who receive income from the various available sources and the median income for households according to income source.

TABLE 10
HOUSEHOLDS AND MEAN HOUSEHOLD INCOME IN 1989 BY INCOME SOURCE

INCOME SOURCE	HOUSEHOLDS	MEAN HOUSEHOLD INCOME
WITH WAGE OR SALARY	373	$28,174
NO WAGE OR SALARY	191	
WITH NONFARM SELF-EMPLOYMENT	71	$20,062
NO NONFARM SELF-EMPLOYMENT	493	
WITH FARM SELF-EMPLOYMENT	12	$13,011
NO FARM SELF-EMPLOYMENT	552	
WITH INT. DIV. OR NET RENTAL	207	$7,027
NO INT. DIV. OR NET RENTAL	357	
WITH SOCIAL SECURITY	195	$7,018
NO SOCIAL SECURITY	369	
WITH PUBLIC ASSISTANCE	103	$4,732
NO PUBLIC ASSISTANCE	461	
WITH RETIREMENT	99	$8,269
NO RETIREMENT	465	
WITH OTHER INCOME	66	$4,145
NO OTHER INCOME	498	
WITH EARNINGS	386	$31,320
NO EARNINGS	178	

Source: 1990 Census; STF 3.

Employment Trends in 1992

According to the EDD Annual Planning Information for Placer County, a report published in June of 1990, the substantial population growth (36.8%) in Placer County has lead to increased consumer demand, jobs in retail trade, the services industry, and construction; and manufacturing activities in the western portion of the county are expected to continue to expand. In general employment in almost all sectors of the County's economy grew at a steady pace for most of 1990, but experienced minor difficulties by the end of the year as a result of the developing recession.

Because Colfax is the smallest of the incorporated cities in the county, and because Colfax realized a 19.7% increase in households over the last decade and the job opportunities are much more limited, the economic picture for the City of Colfax has been less hopeful than the county's.

Total wage and salary employment in Placer County grew by approximately 2,900 jobs in 1989, an increase of 0.4% over 1988, to an annual average of 75,600 jobs. Of nine major, non-farm industry divisions, the EDD projected that all categories except mining would realize gains between 1987 and 1992. The largest absolute growth appeared in the retail trade sector with 2,900 new jobs projected. Construction industry jobs were expected to increase by 2,100, production of durable goods by 1,900, and service industries by 1,800 jobs. Employment in federal government jobs was anticipated to remain stable at a 0% increase. Finance, insurance and real estate, wholesale trade, overall government services employment, manufacturing of nondurable goods, manufacturing of lumber and wood products, and transportation and public utilities employment were expected to show small increases.

The 1990 Annual Planning Information, from EDD, offers projections on labor force and industrial trends through to the end of 1992, but references to the national recession must be understood in this context and time frame. The following are projections based on available information in 1989 and the first quarter of 1990 (before publishing). The county-wide employment analysis is relevant to an evaluation of employment opportunities for Colfax residents because over 80% of Colfax residents work outside the City limits.

Agricultural Employment

Agricultural employment in Placer County, increased somewhat, possibly because of activity in the production of ornamental nursery products. Very little future growth is anticipated in this industry because of the massive conversion of agricultural land to other uses in the county.

Government

The government sector of the county is not expected to increase significantly because of uncertain sources of revenue. It is possible that an exception to this outlook will be realized in the area of local education since the county's school-age population is increasing.

Services

The services sector is one of the most rapidly growing industry groups in Placer County. About one out of every five new jobs in the county will be in this industry. It is expected that substantial growth will be realized in health services, business services, lodging services, personal services, amusement and recreation services, and educational and social services. These increases reflect the rapid population growth in the county and the movement of industry into the county.

Finance, Insurance and Real Estate

The steady growth seen in previous years in finance, insurance and real estate continued during 1990. A moderate increase is anticipated in the future, and job gains are expected to be divided between the insurance and the real estate industries, with small growth in the finance industry. Unstable economic development is expected to produce a drop in employment to 3,100 jobs despite the addition of the jobs brought by at least one major insurance provider.

Manufacturing Employment

Employment in the manufacturing industry is expected to account for one out of every four new jobs in Placer County over the next five years. Durable goods producing (excluding the electronic equipment and components; the furniture; the lumber and wood products; and the instruments industry segments) will account for the majority of the growth in this sector. In the nondurable goods division the largest industry is expected to be the printing and publishing industry.

Wholesale Trade, Transportation, and Public Utilities Employment

Employment in wholesale trade, transportation and public utilities is expected to show very little growth. There will be small gains in the trucking and warehousing and electric utilities industries, but these will be offset by loss of employment in the railroad industry. The most significant increase in employment in the wholesale trade industry is expected to be in the distribution of petroleum products, auto parts, and groceries. The number of jobs in communications is not expected to increase significantly.

Retail Trade

The retail trade sector was the largest private industry group in Placer County during the last five years. Eating and drinking establishments account for much of the gain. Other retail trade categories such as building materials and garden supply stores, general merchandise stores, food stores, and furniture stores account for small portions of the increase. Growth in specialty stores and auto dealerships is expected to be relatively low.

Mining Employment

Very little change is expected in the county's mining industry over the next five years. Mining activities consist of gold mining, the extraction of sand and gravel for construction, and oil and gas exploration.

Source: Employment Development Department, Annual Planning Information, Placer County, June 1990.

TABLE 11
ANNUAL AVERAGE LABOR FORCE
EMPLOYMENT & UNEMPLOYMENT 1980 - 1990
Placer COUNTY

Year	Labor Force	Employment	Unemployment	Unemployment Rate
1989	79,200	75,600	3,600	4.6
1988	76,600	72,700	3,900	5.1

Source: Employment Development Department, Annual Planning Information, Placer County, June 1990.

Note: These figures were based on the original numbers provided by the 1980 Census and corrected at the end of each year.

CHAPTER THREE: SPECIAL HOUSING NEEDS

PHYSICALLY/DEVELOPMENTALLY DISABLED INDIVIDUALS

Persons with physical and developmental impairments often require special housing accommodations to meet their physical and developmental conditions. These special needs are of two types:

Physical Design to Address Mobility Impairments

Persons with physical or developmental handicaps that limit their mobility need housing that addresses the problems of accessibility within the handicapped person's private residence. Accessories such as hand rails, ramps, wider doorways, specially designed cabinetry and electrical outlets, special door and faucet handles, and non-skid flooring are necessary for many mobility impaired persons in order to have maximum use of their home. Older adults invariably develop mobility limitations at some point in their lives that make bending and reaching difficult. These persons could also benefit from housing designed to improve accessibility by the mobility impaired. (For more discussion of elderly housing needs, see the section in this Chapter entitled "Elderly Households".)

Social, Educational, and Medical Support to Address Developmental Impairments

For a number of years, public policy has sought to "mainstream" developmentally disabled persons by providing educational, living, and work environments which allow such persons to live as full and productive a life as possible. Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment in which partial or constant supervision is provided by trained personnel within a family-like living arrangement. The most severely affected individuals may require an institutional environment in which medical attention and physical therapy is combined within the living environment. The housing needs of developmentally disabled persons will vary, therefore, depending on an individual's level of ability.

To meet the needs of mobility and developmentally impaired persons, the City could undertake several actions:

* continue to implement state and federal handicapped access standards,

* cooperate with public and private social service agencies in the siting of group homes in residential neighborhoods for developmentally disabled persons,

* provide technical assistance, when needed, to social services agencies in obtaining state, federal, and private funds for housing and support services for developmentally disabled persons, and

* encourage new private housing developments which incorporate some units designed for mobility impaired, elderly, and developmentally disabled persons.

The following table, based on the 1990 Census, shows the distribution of persons with disabilities:

TABLE 12
DISABILITY STATUS

	MALE	FEMALE
16 TO 64 YEARS:		
WITH A WORK DISABILITY:		
WITH A MOBILITY OF SELF-CARE LIMITATION	45	49
NO MOBILITY OR SELF-CARE LIMITATION	0	0
NO WORK DISABILITY:		
WITH A MOBILITY OR SELF-CARE LIMITATION	9	2
NO MOBILITY OR SELF-CARE LIMITATION	315	338
65 YEARS AND OVER:		
WITH A WORK DISABILITY:		
WITH A MOBILITY OR SELF-CARE LIMITATION	44	68
NO MOBILITY OR SELF-CARE LIMITATION	0	0
NO WORK DISABILITY:		
WITH A MOBILITY OR SELF-CARE LIMITATION	0	4
NO MOBILITY OR SELF-CARE LIMITATION	40	67

Source:1990 Census STF-3

The following community resources are presently available to disabled persons in Colfax.

Financing for disabled accessibility improvements

Financing for disabled accessibility improvements is available through the City's Community Development Block Grant Program for those homeowners whose family income fall below 80% of the median Placer County income. Encouraging investors to add accessibility features to single-family rental units is a difficult proposition, however, as any permanent alterations could affect the unit's marketability to non-disabled persons. State law requires that owners allow tenants to make handicapped accessibility modifications to their dwelling units, at their own expense, provided the units are returned to their original condition at the end of the tenancy.

Availability of Special Needs Public Housing

There are currently Public Housing Certificates and vouchers available through the Placer County Housing Authority. Of the 228 certificates and vouchers available County-wide, Colfax currently has five. Of the 25 certificates and vouchers specifically available for special needs clients throughout the Placer County, one is currently used in the City of Colfax. Placer County has recently formed a Housing Authority and will be seeking additional Section 8 Certificates from the federal government.

State of California Department of Developmental Services

The California Department of Developmental Services reports that there is a small home for developmentally disabled children (2-19) in the City of Colfax. The home's capacity is six persons. The next closest residential facility specifically for the intermediate care of disabled persons is in the Community of Penryn in Placer County. That facility also has a capacity of six. There is one elderly residential facility in the City of Colfax which is licensed by the California Department of Social Services, Community Care division. That facility is for 15 persons age 60 and over.

The Alta Regional Center

The Alta Regional Center indicated that the agency uses Section 8 Certificates to house clients (with and without families) in Colfax. These temporary homes serve to mainstream clients back into the community. According to the Alta Regional Center, there is no waiting list for Section 8 Certificates for persons with developmental disabilities.

The City could further increase community housing resources available to mobility and developmentally impaired individuals by lending its support to non-profit community groups in applying for state and federal funds in support of housing for this segment of the population, and by allowing group homes for developmentally disabled persons in residential neighborhoods.

In the City's 1992 household survey, 35 of 657 persons responding indicated they were handicapped persons. This represents 5.0% of the households surveyed. No specific data is available from local service agencies on the number and characteristics of mobility and impaired individuals currently residing in Colfax whose needs are not presently being met.

GROUP QUARTERS/NONHOUSEHOLD POPULATIONS

Although two group home facilities for the disabled and the elderly are known to exist in Colfax, the 1990 Census reported that there were no group quarters in the City of Colfax. At the present time, there does not appear to be a need for additional group homes in Colfax. The City does not have financial resources to fund the construction of additional quarters but could support other agencies or entities in their efforts to do so through flexible zoning policies.

ELDERLY HOUSEHOLDS

Older adults have a number of special housing needs related to their age, lifestyle, and physical condition. The following table summarizes the number and characteristics of persons 65 years of age and older in Colfax.

The City's 65 year-old and older population has not significantly changed between 1980 and 1990. In 1980, the 65 year-old and older group comprised 13.2% of the City's total population. This age group slightly decreased to 12.7 percent of the population in 1990. The City's 1992 Household Characteristics Survey indicated that 21.0% of the population of the City may be over 62 years of age.

TABLE 13
65 YEARS OLD AND OLDER
CITY OF COLFAX

Elderly Population	1980	%	1990	%	Increase
Persons					
65-74	151	15.4	107	8.2	-44
75 +	81	8.3	116	8.9	35
Households	179	39.1	169	32.9	1
Owner Households	76	42.5	78	43.3	2
Renter Households	103	57.5	91	50.5	-12

Note: The 1992 Household Characteristic Survey for Colfax found that 21.0% of the City's population may be over 62 years-of-age.

Source: 1980 and 1990 Census, STF-1 and the 1992 City of Colfax Household Characteristics Survey.

The housing needs of older adults can be described in several ways:

* Healthy older adults who are retired or semi-retired may wish to reside in a residential environment which includes social and physical activities designed specifically for older adults.

* Elderly persons with mobility impairments and physical limitations, but who can otherwise live independently, require housing designed to address these limitations. Special housing design for mobility impaired persons have been discussed previously.

* Older adults who are basically healthy, but unable to live completely independently as a consequence of physical conditions, could benefit from housing environments in which meals and other lifestyle support services are incorporated into the residential environment. Congregate care-type housing might also serve the needs of this group.

* Elderly persons who are unable to take care of their basic needs could benefit from a residential environment in which 24-hour professional care, including medical assistance, is provided.

* Elderly homeowners who are low-income may require financial assistance to properly maintain their homes to correct code deficiencies.

* Older single adults, particularly women, may need the financial or other support which a home sharing arrangement could provide.

Local community resources are available in Colfax to meet the various needs of older adults. There is one elderly rental housing development in Colfax, Canyon View, which has 67 units and receives HUD Section 8 assistance. Canyon View was originally built with a FmHA 515 loan, but the loan has been repaid and the complex is currently privately owned and maintained. There are no plans to change ownership or discontinue the apartments' use as an elderly subsidized housing complex since there is a substantial need for elderly housing in the community. The waiting list was, at one time, so long that the owners stopped taking applications, although they have recently started taking applications again. When contacted, the manager of the complex could not provide the number of households on the waiting list nor provide an estimate of the number of applicants. Without specific knowledge of the number of elderly households presently residing in Colfax seeking subsidized rental housing, it would be impossible to estimate the unmet need for additional elderly rental housing. The owners of Canyon View are developing an second elderly rental housing complex, however, which will help meet any local need.

There is always a waiting list for apartments at Canyon View and vacancies are filled immediately. There is also an elderly care facility near the City known as Sun Mount Guest Home, which has a capacity of 15 and is always filled (see previous discussion of disabled facilities and services).

A recent housing conditions survey indicates a substantial long-term need for housing rehabilitation assistance. Many of these units in need of rehabilitation are occupied by low-income elderly persons. There is likely an ongoing need to assist elderly homeowners and renters and to provide additional housing specifically designed for older adults. To respond to these urgent needs, the City could consider several actions:

* continue to use Community Development Block Grant funds and other sources of state and federal funding to assist elderly homeowners in maintaining their dwelling units;

* provide technical assistance to non-profit or for-profit builders of elderly housing in applying for state and federal subsidies for such housing;

* provide local regulatory incentives to the production of elderly housing, such as density bonuses, parking reductions, and other regulatory relief; and

* continue to cooperate with public and private entities which provide group homes, day care, and institutional care for older adults.

FEMALE-HEADED HOUSEHOLDS

The 1990 Census determined that 59, or 10.7% of the households in Colfax, were headed by women without a spouse. Of the households headed by women, 44 had children present, and 15 did not record having children present. Information regarding the income levels of the households headed by females with children or, who are themselves under eighteen, indicates that 40.3% lived on incomes below the poverty level in 1990. The Census data suggest that single mothers earn about half the income, on the average, of all households and have three times the poverty rate of the population at large. The 1992 Household Characteristics Survey found that 6% of those households surveys were headed by single mothers.

Housing programs aimed at increasing the stock of lower-income housing, providing financial assistance, or providing job training linked with affordable child care, would benefit single mothers. To break the cycle of poverty and public assistance among single mothers, an affordable housing strategy could be integrated with education and job training, and affordable child care services would need to be available to allow these single mothers to work full time to support their families. Although it is beyond the scope of this element to discuss the education and job training needs of single mothers, such households could benefit from City policies which allow child care services in residential or commercial areas and which encourage their incorporation in developing areas of the City. Considering that single-female heads of household represent 10.7% of the total population of Colfax, the needs of these women will play a significant role in the future housing needs of the City.

There are a number of community resources for low-income housing. The State Department of Social Services, Community Care, lists five day care programs available to working mothers. These include:

* Kid Care (for children under 10)
* Pine Oaks Academy (outside city limits)
* Walter Family Day Care Home (outside city limits)
* Kid Care (for school age children)
* Colfax Children's Center

In addition, the 4-H Club provides after school child care.

The City could seek to increase available resources to single mothers by continuing its liberal policy of allowing day care homes for children in residential neighborhoods and by assisting community groups in applying for available state and federal assistance to support affordable housing developments for families with children.

FARM WORKERS

Households employed in agricultural industries are either self-employed, land-owning, farming households, or seasonally employed farm laborer households. Although the 1990 Census mentioned that 14 persons in Colfax were employed in the combined industries of agriculture, fisheries, and forestry, the City does not have a farm worker's community, nor does it have a need to provide housing for farm workers, therefore, the housing needs of farmworkers will not be analyzed in this housing element.

EMERGENCY SHELTERS/HOMELESS NEEDS

The homeless population, by its very nature, is difficult to estimate. Factors contributing to the increase in homeless persons, families, and those in need of transitional housing include:

* the lack of housing affordable to very-low and low-income persons;
* increase in unemployment or underemployment;
* deinstitutionalization of the mentally ill;
* domestic violence;
* drug addiction or other substance abuse;
* dysfunctional families; and
* personal lifestyle choices.

The needs of the homeless depend on the economic or personal reasons for their homelessness. Because the characteristics of these groups vary, their needs will also vary.

The nature of homelessness and its transience makes gathering information unreliable. The most reliable information on these individuals in need of emergency, or temporary shelter comes from the area's shelter and service providers.

The information from the various public, private, and non-profit providers tracks and covers only those persons or families which qualify for relief, and in no way includes those who do not qualify or those who do not seek assistance. Because of the manner in which government benefits are structured, male homeless persons have fewer support programs, aid networks, and services. As with most jurisdictions, it is very difficult to piece together an accurate and complete picture of the homeless population.

The characteristics of homeless individuals and families are as diverse as the reasons for their homelessness. For example, some people become homeless temporarily due to a job loss, the

demolition or conversion of their dwelling unit, or because of some other economic circumstance. In such cases, the solution is to provide temporary economic assistance (first and last month's rent, temporary rental assistance, security deposit, relocation assistance, etc.). Their long-term need is for affordable housing, but the lack of housing is symptomatic of their economic circumstance.

Another group of homeless persons could be called the "working poor". These are individuals and families with at least one part-time or full-time worker who does not earn a sufficient income to afford suitable housing. Such persons do not have physical problems that prevent them form working, but are simply unable to locate housing within their economic means. Such households could benefit from job and/or educational training to increase their earning potential.

Other homeless individuals lead unstable lives because of substance abuse and are unable to maintain permanent shelter or employment. The homeless problems of such persons cannot be resolved by simply providing affordable housing. These individuals require treatment for their substance abuse.

A fourth category of homeless persons are women (often with children) escaping domestic violence. Such women need temporary shelter until they can arrange for a separate residence. These individuals often require temporary financial assistance, as well, since many women escaping domestic violence do not have a permanent job or do not earn sufficient income to fully support themselves and their children.

A fifth category of homeless persons are those with mental illnesses that either require institutional or out-patient treatment. These individuals are mentally incapable of maintaining an independent household and employment, either because they are not receiving proper medical treatment or because the nature of their condition is so severe that no level of treatment would be adequate to allow for an independent lifestyle. Many of the mentally ill are homeless because they refuse treatment and cannot be incarcerated permanently against their will.

A final group of homeless persons are the "drifters". These are primarily single adult males with no substantial physical or mental illnesses that would prevent them from working and establishing a permanent household. For whatever reason, individuals in this group have made a conscious decision to travel from place to place, seeking part-time and seasonal work, but never establishing a permanent household. They often shun governmental programs and public attempts at assistance, and would prefer to live in temporary shelters of their own making rather than in homeless shelters. Unless governmental agencies are willing to force such persons into homeless shelters, the best that public officials can do to meet the housing needs of this group is to provide seasonal shelter during periods of severe weather conditions and places with shower or bathing facilities.

During the 1990 Census, there was at least an attempt to count those homeless who were being provided with shelter when the survey was being completed. Consequently, during that particular window of time, the 1990 Census showed that Colfax had no homeless population. None of the homeless shelter/service providers were aware of homeless persons from Colfax. Transient persons occasionally pass through town, but such occurrences appear to represent the extent of homelessness

in Colfax. The only households potentially in danger of becoming homeless are the three occupants of 14 quonset huts. The City has condemned the unoccupied huts, which may not be re-occupied. Persons occupying these huts are typically very low-income and cannot afford other housing in the area. Occupants of these huts could be in danger of becoming homeless if suitable replacement housing is unavailable.

Even though there is no chronic homeless population in Colfax, there are support services and facilities for homeless persons in Colfax or accessible to Colfax residents. Under the management of the Salvation Army, the County of Placer distributes financial assistance funded through two federal programs (The Stuart B. McKinney Emergency Homeless Program, and the Community Services Block Grant entitlement program) to Colfax and other communities in the County. These funds are administered by the Salvation Army and distributed to areas requiring them. Besides emergency shelter, these funds provide food, clothing, gas, and transportation to needy persons. No specific information is available on the proportion of county-wide requests for assistance coming from the Colfax residents.

Based on these programs there is sufficient facilities available to the City to meet the homeless needs of Colfax residents but assistance is needed to prevent persons from becoming homeless and to allow homeless persons to enter the housing market. The City could support the efforts of homeless service providers through its zoning policies for transitional housing.

LARGE FAMILIES

There were 52 large families (families with five or more members) living in Colfax in 1990 according to the Census, about 9.5% of all households. The City's Household Characteristics Survey reported 6.0% having more than five members. To avoid overcrowding (defined by the census as more than one person per room), these families need housing units with five or more rooms, or three or more bedrooms. The Census does not identify the housing costs associated with five or more rooms per unit.

Of the total occupied units within the City, 253 (46.3%) have five or more rooms (this figure is close to the 45.2% reported in the City's Household Characteristics Survey). Whereas the number of units with five or more rooms represents almost half of the housing units available, an assessment of whether these units meet the needs of low-income large families depends on their affordability to the very-low and low-income households, and waiting lists for rentals. The City could to encourage the construction of dwelling units with five or more rooms for low- and very low-income large families, who currently pay more than 30% of their income for housing expenses. Conversely, the unmet needs of low-income, large families could also be met through an increase in rental assistance, and rehabilitating existing dwelling units to add space.

The City could increase housing opportunities for low-income large families, in particular, by using available state and federal programs for family housing and by encouraging the development of

ltifamily rental housing with some three- and four-bedroom units in support of large family housing lopment, subject to the availability of local funds for a specific development.

OVERPAYMENT

Most governmental agencies consider a household to be "overpaying" for housing expenses when these expenses equal more than 30% of the household's gross income (see the Appendix for definitions). The real ability of households to meet housing and other necessary expenses will depend on a number of factors, including the level of income, the number of dependents, medical expenses, household debt, and other factors. It is common for many households to devote substantially more than 30% of income for housing expenses without sacrificing other necessary needs, especially moderate- and above moderate-income households and households without children or substantial long-term debts. Table 14 shows the number of low-income owners and renter who paid more than 30% of their income for housing expenses in 1990.

TABLE 14
HOUSEHOLDS PAYING MORE THAN 30% OF INCOME FOR HOUSING

	Owners	% of All HH	Renters	% of All HH
-Income	44	7.8%	132	23.4%
Not Low-Income	8	1.4%	0	0%

Based on Table 14, it is evident that a small number of owner households have high housing expenses relative to their income, although nearly 30% of all low-income owners paid more than 30% of their income for housing expenses in 1990. If any of these households own substandard homes, they may need financial assistance in rehabilitating their dwelling units. The problem of high housing expenses appears to be concentrated among low-income renters, however. Nearly one-fourth of the City's households are low-income renters who paid more than 30% of their income for housing in 1990. Over half (53%) of all low-income renters paid more than 30% of their income for housing. These data suggest a need to increase the availability of rental assistance in Colfax to reduce the number of low-income households expending a high percentage of their income on housing.

TABLE 15
NUMBER OF ROOMS BY HOUSING UNIT

Number of Rooms	1990 Census Total Housing Units	Colfax Survey Percent

1 Room	12	1.9%	
2 Rooms	52	8.4%	1%
3 Rooms	136	21.9%	30%
4 Rooms	168	27.1%	26%
5 Rooms	110	17.7%	25%
6 Rooms	88	14.2%	12%
7 Rooms	31	5.0%	8% *
8 Rooms	13	2.1%	
9 Room or more	11	1.8%	
TOTAL NUMBER UNITS	**621**	**100.0%**	

Number of Bedrooms (1992 Colfax Survey)

One:	31.3%
Two:	41.9%
Three:	23.0%
Four:	3.7%

* Includes seven or more rooms.
Sources: 1990 Census, STF-1, and 1992 Colfax Household Survey.

OVERCROWDING

A common measure used to calculate the number of families which are inadequately housed is the extent of overcrowding. Overcrowding is defined as 1.01 or more persons per room. The total percentage of overcrowded households was 4.4% in 1990.

TABLE 16
OVERCROWDING & PERSONS PER ROOM

RENTERS

	1980	1990	Increase	
0.50 or Less to 1.00	257	276	19	7.4%
1.01 to 1.5	12	17	9	41.6%
1.51 or more	0	4	4	N/A
TOTAL RENTERS OVERCROWDED	12	21	9	75.0%

OWNERS

	1980	1990	Increase	
0.50 or less to 1.00	185	247	62	33.5%
1.01 to 1.50	3	3	0	0.0%
1.51 or more	0	0	0	0.0%
TOTAL OWNER OVERCROWDED	3	3	0	0.0%
TOTAL RENTER & OWNER OVERCROWDED	15	24	9	60.0%

Percent overcrowded in 1990: 4%
Percent overcrowded according to 1992 Colfax Survey: 3%

Source: 1980 and 1990 Census, STF-1.

The extent of overcrowding is also directly related to the average number of persons per household. According to the 1980 Census, there were 2.15 persons per occupied housing unit, compared to total 2.39 in 1990.

TABLE 17
PERSONS PER HOUSEHOLD
CITY OF COLFAX

	1980	1990	Increase
Person per Household	2.15	2.39	.24

Source: 1980 and 1990 Census, STF-1.

TABLE 18
PERSONS PER HOUSEHOLD
PLACER COUNTY

Auburn	2.28
Colfax	2.43
Lincoln	2.84
Loomis	2.88
Rocklin	2.72
Roseville	2.66
Incorporated	2.64
Unincorporated	2.69
County Total	2.66

Source: DOF January 1992, Placer County Population and Housing Estimates.

SUMMARY OF SPECIAL HOUSING NEEDS

The City of Colfax has adopted policies which complement County activities aimed at encouraging the provision of housing, group homes, shelters, and institutional facilities that meet the housing needs of special population groups. Because of the City's small size and lack of adequate financing, it can do little more than it is already doing to provide for housing for special groups. At the same time, the City cannot claim that 100% of the housing needs of all special needs groups are being met. The unmet needs are summarized below:

* There will be an ongoing need to assist mobility and developmentally impaired persons with limited financial means by ensuring the dwelling units are accessible to mobility-impaired persons, by continuing to allow agencies serving the needs of these individuals to operate group homes, and by ensuring that new housing is handicapped accessible according to the requirements of state and federal laws.

* As the City's population ages, there will be a need for additional housing development or support for the elderly.

* As the City's population grows, so will the number of single mothers, most of whom are low-income. Over the next five years, the City can expect an increase in female-headed households with children. Since most of these women will be renters, there will be a need for additional affordable rental units for families with accessible child care services, either through rental assistance or housing construction programs.

* There may be a need for temporary shelter or transitional housing for the occupants of the quonset huts, should the City need to condemn these units, until permanent replacement housing is located.

* There will be an ongoing need to increase the availability of housing affordable to low-income large families currently residing in Colfax.

Colfax has an important resource in its existing housing stock which can assist residents who do not have suitable housing at present. There is no shortage of housing in Colfax, but not all residents presently occupy housing of adequate size, sound condition, and at an affordable cost (generally 30% or less of income).

There are two approaches to addressing this problem: 1) seek to expand the affordable housing supply, or 2) seek to assist residents in locating or rehabilitating housing to better meet their needs. The two approaches are not mutually exclusive, but the City will focus on the latter strategy.

CHAPTER FOUR: FUTURE HOUSING NEEDS

One of the most important parts of the Housing Element is an evaluation of the future housing construction needs. Because Colfax has such a high proportion of low-income residents, its housing policy focus, by necessity, is one of addressing the unmet housing needs of existing low-income residents while seeking to "balance" the community by attracting middle and upper-income residents. This focus does not mean that the City does have a need for affordable housing policies, but rather the accommodation of additional low-income households (in contrast to assisting existing low-income residents) will not be the City's primary focus for new construction policies over the next five years.

There are several considerations in determining future housing construction needs:

- anticipated population growth from the regional "spillover" of migrants,
- anticipated population growth from employment and local economic development,
- net population growth (births minus deaths),
- population growth from non-economic factors, primarily retirees moving to the area,
- the need to replace dilapidated housing, and
- the need to provide additional housing to relieve overcrowding and overpayment among existing low-income residents.

State Housing Element Law established a process whereby the California Department of Housing and Community Development prepares estimates of regional housing needs based, in part, on Department of Finance population projections (California Government Code Section 65584). These estimates are prepared for housing market regions determined by the state. Regional agencies, cooperative associations of local governments called "councils of government", evaluate population and employment trends in each housing market region to allocate the region's share of the statewide housing need among the cities and counties in the region. Colfax participates in a multi-county cooperative agency called the Sierra Planning Organization, which prepared a regional housing allocation plan for communities in Sierra, Nevada, Placer, and El Dorado counties.

This regional housing allocation is a "minimum" new construction need projection for Colfax based on regional population growth and the removal of dilapidated dwelling units. Because of Colfax's high proportion of low-income residents, the Sierra Planning Organization did not allocate a need for additional low-income dwelling units to the City between 1990 and 1997. This allocation is consistent with state policy which seeks to use the regional housing allocation process to reduce the income disparities among communities. Thus, communities such as Colfax, which have a high proportion of low-income residents, are not expected to accommodate a substantial share of the region's future low-income housing needs. (Colfax's regional share of low-income housing is zero, however.) In addition to the new construction need projected by the Sierra Planning Organization,

the City must evaluate whether there are other local factors which would create a need for additional housing in the community.

That portion of the region's housing needs allocated for the period 1990 through 1997 for Colfax was as follows:

TABLE 19
FAIR SHARE ALLOCATION
FOR THE CITY OF COLFAX

INCOME	%	1990	1997	ADD'L UNITS
VERY LOW	48.1	263	263	0
LOW	21.9	120	120	0
MODERATE	15.9	87	97	10
ABOVE MODERATE	14.1	77	158	81
TOTAL:	100.0	547	638	91

Source: Sierra Planning Organization Fair Share Allocation

Between July 1990 and February 1993, the City had added 38 dwelling units to its housing stock, or 42% of its regional housing allocation under the Sierra Planning Organization plan. Ten of these dwelling units have been single-family homes, and the remainder have been townhomes, or duplexes. Based on current rents for townhouses (see Table 30), it is estimated that half of the 28 multifamily dwelling units constructed since 1990 are affordable to households earning between 50% and 80% of the Placer County median income, while the remainder are affordable to households earning more than 80% of median income. Even though Colfax's regional share of low-income housing is zero, therefore, it has still been able to accommodate low-income housing through its zoning and subdivision policies.

Unmet Housing Needs

Overcrowded Households. According to the 1990 Census, there were 24 overcrowded households. These were families of four or more persons living in dwelling units with more than one person per room. The primary reason that families live in overcrowded conditions is that they cannot afford dwelling units of sufficient size to meet their needs. There are three ways the City

households: 1) encourage developers to construct three- and four-bedroom dwelling units which are affordable to low-income households, 2) assist overcrowded low-income homeowners in expanding their dwelling units through the City's housing rehabilitation program, and 3) cooperate with the Placer County Housing Authority to expand the number of Section 8 Certificates and Housing Vouchers (rental housing subsidies) available to assist low-income large families. The City could assist for-profit or nonprofit housing developers to expand the supply of affordable family housing for existing low-income residents by lending City support to requests for state and/or federal subsidies. Because of the small number of vacant and available larger homes (three bedrooms or more) in Colfax, it is possible that some households are overcrowded for reasons other than lack of income. Unless there was a compelling need and strong desire for a household to locate in Colfax, however, the City would assume that most households who have sufficient income would locate elsewhere. The City will assume, therefore, that most overcrowded households are also low-income households, while recognizing that there may be a few exceptions to this assumption.

Single Mothers. The 1990 Census reported 44 households composed of single mother with children. Most of these households are low-income and pay more than 30% of their income for housing expenses. Some of these households may also be included among the overcrowded. These households could benefit from the strategies described above to increase the availability of affordable family housing in Colfax or to increase the available of rental housing subsidies.

Elderly Households. Although the 55-74 age group did not increase in Colfax between 1980 and 1990, there may be a future need for special housing accommodations for existing residents 75+ with self-care and or mobility impairments. This age group did increase in the City over the prior decade.

Household Devoting More than 30% of Their Income For Housing Expenses. According to the 1990 Census, 12 low-income owner households and 121 low-income renter households paid more than 30% of their income for housing expenses. Expressed as a proportion of the population, 18% of all owner households, 18% of all low-income owner households, 51% of all renter households, and 61% of all low-income renter households paid more than 30% of their income for housing expenses. According to a household survey conducted in 1992, about half (51%), or at least 250-280 of the City's low-income residents, paid more than 30% of their income for housing expenses. Both the Census and the City's household survey suggest that many present residents of Colfax do not have affordable housing. These households include overcrowded families, single mothers, and low-income elderly households described above.

Homeless Needs. There is no resident homeless population in Colfax which would require the City to accommodate an emergency shelter or transitional housing. There is the potential for displacement of low-income residents of the Quonset huts described previously, however.

Additional Housing Needs From Non-Economic Growth

The most significant non-economic population growth factor would be the in-migration of retirees to Colfax. Although there has been an increase in the oldest population group (75+), the number of near and recent retirees (ages 55-74) has actually declined. Population trends suggest that an increasing number of young to middle age working families (ages 35-54) are moving to Colfax and commuting to jobs elsewhere in the region. The City does not anticipate a need for additional housing from an in-migration of retirees, therefore.

Additional Housing Needs From Economic Development

The primary economic activities which could create a need for additional housing, beyond the new construction need allocated to Colfax by the Sierra Planning Organization, would be local job creation and transportation improvements. Local job creation could directly impact housing demand if the jobs being created are in basic industries or areas of commerce which would attract job seekers to the region (in contrast to retail and service jobs tied to population growth which tend to employ persons already in the region). Transportation improvements can also affect housing demand if these improvements increase the ease of commuting to jobs elsewhere in the region.

The City experienced an average of $265,000 in commercial and industrial building activity between 1987 and 1992. Most of this construction activity has been for retail and commercial service establishments serving the local population. The City does not foresee any substantial increase in nonresidential development activity between 1992 and 1997 which could attract job-seekers to the City.

The only other significant economic factor which could affect housing demand in Colfax is the possible extension of the intercity rail service to Colfax. If implemented, daily service would begin in 1995 and would increase opportunities for foothill residents in Colfax and surrounding communities to commute by train. Because the rail service is not yet in place, and would not begin until 1995, it is doubtful that the extension of the commuter rail line to Colfax would have any measurable impacts on housing demand between 1995 and 1997 (the ending period of this Housing Element). Depending on the frequency of the service, there may be long-term effects on Colfax's desirability as a place of residence.

Conclusions Regarding Additional Housing Needs

There does not appear to be any new housing construction need, over and above the City's regional allocation, resulting from economic activity in Colfax. There are a number of unmet housing needs among the City's existing low-income residents, however, and to address these needs, the City may need to accommodate additional affordable housing to relieve overcrowding and high housing payments.

CHAPTER FIVE: HOUSING CHARACTERISTICS

HOUSING STOCK

In 1980 the total number of year-round units was 485 with 17 habitable vacancies. In 1990, the total number of units increased by 136 units to 621, with 37 habitable vacancies.

The most common type of dwelling in the City is the single family (detached) home, which accounts for 382 (62.0% of all housing units in the City. Another 16 (2.0%) of the City's units are attached units. Approximately 180 (29.0%) of the 1990 City of Colfax housing stock is composed of multi-family structures containing two or more units. The third type of dwelling is the mobile home, which accounts for 37 (6.0%) of all housing units in the City. Units classified as "Other" account for 6 (1.0%) of Colfax's housing stock. This housing stock is predominately of a conventional suburban nature of detached single family homes. The following table provides a breakdown of the types of housing stock in Colfax.

TABLE 20
TYPES OF HOUSING UNITS IN 1990

		Percent		Percent
Type of Unit	**1980**	**%**	**1990**	**%**
One unit, detached	318	65.5	382	62.0
One unit, attached	18	3.7	16	2.0
Two units	25	5.2	32	5.2
Three or four units	33	6.8	78	12.5
Five to nine units	80	16.5	70	11.3
Ten to nineteen units	0	0.0	0	0.0
Twenty to forty-nine units	0	0.0	0	0.0
Fifty or more units	0	0.0	0	0.0
Mobile home/trailer	11	2.3	37	6.0
Other	0	0.0	6	1.0
TOTAL	**485**		**621**	

Source: 1990 Census, STF-1.

There has been a small increase in the percentage of single family units, and a small increase in the percentage of multi-unit dwellings. Colfax' housing stock is still predominately single family, single unit, detached and attached (64%). The overall percentage of single unit dwellings declined slightly (3.5 percentage points) between 1980 and 1990. The percentage of multi-family dwelling units increased slightly in the two to nine unit category. The percentage of mobilehomes and trailers increased by almost four percentage points.

The actual number of housing units increased by 136 units between 1980 and 1990. Single family units (detached and attached) have increased by 62 units in ten years. The largest percentage of expansion in the housing stock (5.7%) was in the category of 3 and 4 bedroom units (45).

Since 1990, ten single family dwelling units, 12 duplex, and 17 multifamily dwelling units have been constructed in Colfax. The City approved the demolition of 3 single family dwelling units during that time. As of January 1993, the estimated number of dwelling units in Colfax is 657.

During the period covered by the City's previously adopted Housing Element (July 1, 1987 to June 30, 1992) the City issued building permits for 39 single family dwelling units, 14 duplex units, and 45 multifamily dwelling units (primarily townhouses in the Pinetop Circle development)--98 dwelling units total.

VACANCY RATES

Vacancy rates reflect units that are for sale and for rent as well as the units that are not available for occupancy, including those that are "boarded up." The numbers of vacancies vary according to the type of housing unit.

TABLE 21
TYPES OF VACANT HOUSING UNITS

Type of Unit	Number	Vacant	Percent
One unit, detached	382	46	62.2
One unit, attached	16	1	1.4
Two units	32	1	1.4
Three or four units	78	9	12.2
Five to nine units	70	3	3.9
Ten to nineteen units	0	0	0.0
Twenty to forty-nine units	0	0	0.0
Fifty or more units	0	0	0.0
Mobile home/trailer	37	13	17.5
Other	6	1	1.4
Totals:	**621**	**74**	**100.0**

Source: 1980 & 1990 Census, STF-1.

According to the 1990 Census, nearly 13% of the dwelling units in Colfax were vacant. Many of these units were not available for occupancy, either because they were held as second homes or were already sold or rented to households who had not yet moved in. The actual vacancy rate of available units was 4% for owner-occupied and 5.4% for multifamily dwelling units. According to the Department of Finance E-5 Population and Housing Unit Report, 13.05% of the dwelling units in Colfax were unoccupied as of January 1992, a similar rate to that found by the Census Bureau in 1990.

AGE OF HOUSING

The following information was provided through the 1992 Household Characteristics Survey for the City of Colfax:

TABLE 22
AGE OF HOUSING STOCK
AS REPORTED IN THE CITY OF COLFAX
1992 HOUSEHOLD CHARACTERISTICS SURVEY

Total Responses: 271 households

Year	Units		Year	Units	
1991+	3	(1.1%)	1941-1950	24	(8.9%)
1986-1990	17	(6.3%)	1931-1940	26	(9.6%)
1981-1985	5	(1.8%)	1921-1930	27	(10.0%)
1976-1980	62	(22.9%)	1911-1920	14	(5.2%)
1971-1975	13	(4.8%)	1901-1910	13	(4.8%)
1961-1970	27	(10.0%)	Pre-1901	23	(8.5%)
1951-1960	17	(6.3%)			

Median Year of Construction: 1956

TABLE 23
AGE OF HOUSING

	Dwelling Units	Percent
1939 or Earlier	185	29.8%
1940 - 1949	48	7.7%
1950 - 1959	50	8.0%
1960 - 1969	52	8.4%
1970 - 1979	166	26.7%
1980 - 1984	26	4.2%
1885 - 1988	47	7.6%
of 1990	47	7.6%
Total:	**621**	**100.0%**

Median Year: 1965

Sources: 1990 Census, STF-3.

Nearly half of the City's dwelling units are 40 years old or more, which suggests a high potential for units in need or rehabilitation, energy efficiency retrofitting, and upgrades in plumbing and wiring.

HOUSING CONDITIONS

A housing conditions survey was conducted in the City of Colfax in February of 1992. The total number of units surveyed was 560. Of those units the number in need of either repair or replacement was 213, or 38.0% of the total number of units surveyed. The total number of units needing minor to substantial repair was 196, or 35%. The high proportion of dwelling units in need of rehabilitation is not surprising in consideration of the high percentage of older homes and the extremely high proportion of low-income households in Colfax.

Survey Methodology. A rating system was assigned to each of five exterior elements of every dwelling unit--foundation, roof, siding, windows, and doors. A point score corresponds to the level of deterioration of each exterior element. The total point score was then determined for each rated dwelling unit, based on the sum of the individual scores for each element.

The rating system recommended by HCD contains five levels of condition: sound, minor, moderate, substantial, and dilapidated.

A "sound" dwelling unit is one in which no repairs are required or, at most, deferred maintenance is required. Deferred maintenance includes painting and patching.

A dwelling unit in need of minor rehabilitation requires deferred maintenance repairs of several components or the replacement of siding, windows, or doors.

"Moderate" rehabilitation involves the repair or replacement of two or more exterior components of a dwelling unit, such as roof replacement, foundation repair, window repair, and the replacement of siding.

A dwelling unit in need of substantial rehabilitation requires the repair or replacement of most structural components.

A dilapidated dwelling unit requires the replacement of all exterior components, and is not financially feasible to repair.

TABLE 24
CITY OF COLFAX
1992 HOUSING CONDITIONS SURVEY RESULTS

Total number of units surveyed: 560

Units needing rehab/ dilapidated: 213

% of units rehab/dilapidated: 38.0 %

	Dwelling Units	Percent
Minor:	95	17.0%
Moderate:	90	16.0%
Substantial:	11	2.0%
Dilapidated:	17	3.0%

Interior Housing Conditions

	Sound	Repair	Replace	Total
Walls	284	24	2	310
Plumbing	268	29	8	295
Window Panes	249	31	22	292
Ceiling	273	23	8	294
Kitchen Fixtures	279	22	9	300
Wiring/Outlets	276	21	10	297
Doors	267	28	6	291
Bath Fixtures	256	31	26	303
HVAC System	250	30	21	291

Window Sash/Frame 306	272	28	16
Floors/Subfloor 299	267	30	12
Insulation 291	241	29	31

Percent of dwelling units with one or more deficiencies:	45%
Percent of dwelling units with three or more deficiencies:	16%
Percent of dwelling units with six or more deficiencies:	8%
Percent of households paying more than 30% of their income:	41%
Percent of lower-income households paying more than 30% of income:	51%

This survey indicates several significant characteristics about Colfax. For instance, 46.8% of the houses surveyed were built prior to 1950 and 28.4% were built prior to 1930. Also the survey results indicate that:

* 54.7% of the households were renters;
* 56.0% were very low-income;
* 24.0% were low-income (for a total of 80% of the population living on incomes below 80% of the median income for Placer County);
* 51.0% of all low-income households pay in excess of 30.0% of their income toward housing costs;
* 45.0% if the houses surveyed required minor to substantial repair;
* 6.0% of the households had five or more persons;
* 22.0% of the population was under 18 (10.0% under six);
* 21.0% of the population was over 62:
* 34.9% of the houses contained three or fewer rooms; and
* 73.2% had two or fewer bedrooms.

Source: 1992 Colfax housing condition survey completed by Connerly & Associates, Inc.

HOUSING COSTS

In 1980 a large proportion of homes were in the $40,000 to $80,000 range (56.7%). By 1990 were only 22% of the homes could be bought for $40,000 to $80,000. Most of the homes cost $120,000 or more in 1990. A homebuyer in Colfax could easily purchase a home for $65,000 in 1980, but by 1990 could expect to pay $100,000, a $33,000 increase in ten years.

TABLE 25
HOME VALUES
(Universe: Specified Owner-Occupied Housing Units)

Estimated Value	1980 Number	1980 %	1990 Number	1990 %
Less Than $15,000	7	4.5	3	1.4
$15,000 - $19,999	2	1.2	0	0.0
$20,000 - $24,999	3	1.9	0	0.0
$25,000 - $29,999	5	3.2	0	0.0
$30,000 - $34,999	10	6.4	0	0.0
$35,000 - $39,999	15	9.5	0	0.0
$40,000 - $49,000	21	13.4		
$40,000 - $44,999			3	1.4
$45,000 - $49,999			0	0.0
$50,000 - $79,999	68	43.3		
$50,000 - $59,999			5	2.4
$60,000 - $74,999			21	10.1
$75,000 - $99,999			49	23.4
$80,000 - $99,999	18	11.5		
$100,000 - $124,999			52	24.9
$100,000 - $149,999	4	2.5		
$125,000 - $149,999			25	11.9
$150,000 - $199,999	2	1.3		
$150,000 - $174,999			22	10.4
$175,000 - $199,999			10	4.7
$200,000 or more	2	1.3		
$200,000 - $249,999			11	5.2
$250,000 - $299,999			4	1.9
$300,000 - $399,999			4	1.9
$400,000 - $499,999			0	0.0
$500,000 or more			1	0.4
TOTAL	**157**		**210**	

Sources: 1980 and 1990 Census, STF-1. Note that different categories were used in 1980 and 1990.

Real Estate Market

According Mother Lode Realty in Colfax, there are very few houses for sale in the City (about 10 at this time--1993). The prices for these existing homes range from $105,000 to $125,000. All of these dwelling units are under 1,000 sq. ft. and are at least 25 years old. These figures verify the Census data, which also indicates that the average value of the housing units ranged from $75,000 to $125,000 in 1990, an increase of about $35,000 in five years.

The average price increase per year has been about $7,000 a year. Compared to many areas of the state, however, Colfax's real estate market is still fairly accessible to many persons in the low-income and moderate-income categories (50% to 120% of the area's median income). See the table displaying incomes and affordable mortgages and rents.

Although there is a need for dwelling units to house larger families, the existing units are mostly two-bedroom one-bath homes. Condominiums are popular in the Colfax housing market and are the choice of local developers because they require less land per unit and can be relatively less expensive than single family homes.

Rental Housing

The median contract rent has increased $146, from the 1980 median of $183 to the 1990 median of $329.

TABLE 26
CONTRACT RENTS

Rent	1980 Number	1980 %	1990 Number	1990 %
Less than $100	36	13.7	12	4.2
$100 - $149	44	16.7	36	12.8
$150 - $199	38	14.5	22	7.8
$200 - $249			12	4.2
$200 - $299	76	28.9		
$250 - $299			4	1.4
$300 - $349			29	10.3
$300 - $399	36	13.7		
$350 - $399			28	9.8
$400 - $449			39	13.7
$400 - $499	17	6.5		
$450 - $499			39	13.7
$500 - $549			19	6.7
$550 - $599			12	4.2
$600 - $649			7	2.5
$650 - $699			6	2.1
$700 - $749			5	1.7
$750 - $999			5	1.7
$1000 or More				
No Cash Rent	16	6.0	9	3.2
TOTAL	**263**		**284**	

Sources: 1980 & 1990 Census, STF-1. Note that different categories were used in 1980 and 1990.

TABLE 27
MONTHLY HOUSING EXPENSES

Total Responses:	263
Less than $100	23 (9.0)
$100-$199	71 (27.0)
$200-$299	44 (17.0)
$300-$399	16 (6.0)
$400-$449	12 (5.0)
$450-$499	10 (4.0)
$500-$599	20 (8.0)
$600-$699	20 (8.0)
$700-$899	26 (10.0)
$900+	21 (8.0)

Average Monthly Housing Expense, Less Utility Cost: $285

Average Monthly Utility Cost: $121

As of July 29, 1992 the Section 8 Fair Market Rents for the Placer County area were as follows:

TABLE 28
SECTION 8 FAIR MARKET RENTS
Placer COUNTY

# of Bedrooms:	**0**	**1**	**2**	**3**	**4**	**5+**
Fair Market Rents:	$417	$497	$595	$864	$918	$1,056

Source: Federal register/Vol. 57, No 191/Thursday, October 1, 1992/Rules and Regulations.

TABLE 29
SECTION 8 UTILITY ALLOWANCE
PLACER COUNTY

SPACE HEATING	APT/TOWNHOUSES 1bdrm	2bdrm	3bdrm	4bdrm	5bdrm	6bdrm		DETACHED/DUPLEX 1bdrm	2bdrm	3bdrm	4bdrm	5bdrm	6bdrm
LPG	17	23	31	33	40	46		22	27	32	37	46	52
NAT. GAS	7	10	13	14	20	26		9	12	16	18	26	33
WOOD	24	35	44	53	65	75		29	38	48	60	75	90
ELECTRIC	21	29	46	50	65	79		27	37	56	60	79	96
COOKING													
LPG	4	5	6	8	9	10		4	5	6	8	9	10
ELECTRIC	4	5	6	8	10	11		4	5	6	8	10	11
NAT. GAS	2	2	3	3	4	5		2	2	3	3	4	5
WATER HEATING													
LPG	9	11	14	16	18	21		9	11	14	16	18	21
NAT. GAS	4	5	6	7	8	9		4	5	6	7	8	9
ELECTRIC	11	15	18	22	25	29		11	15	18	22	25	29
GENERAL ELECTRICITY													
LIGHT	7	9	13	15	17	19		7	9	13	15	17	19
AIR CONDITIONING													
GAS													
ELECTRIC	4	6	7	9	11	13		4	6	7	9	11	13
EVAPORATE COOLING													
ELECTRIC	1	1	2	3	4	5		1	1	2	3	4	5
WATER	14	14	14	14	14	14		14	14	14	14	14	14
SEWER	14	14	14	14	14	14		14	14	14	14	14	14
TRASH	7	7	7	7	7	7		7	7	7	7	7	7
ALL ELEC	43	58	83	95	117	139		48	65	93	105	131	155
TENANT FURNISHED RANGE & REFRIGERATOR													
RANGE	8	8	8	8	8	8		8	8	8	8	8	8
REFRIG	6	6	6	6	6	6		6	6	6	6	6	6

The tenant's share of rent is reduced by allowances for utilities according to the schedule displayed above which shows the type of utility service paid by the tenant and the allowance applied according to the number of bedrooms.

Average Rents

Over the past 10 years rents have increased from an average of $200-300 to $450-650 according to local newspapers and property managers.

Average rents in the City vary somewhat with the type of rental unit. Single-family units rent for up to $650 a month, whereas condominiums and apartments rent for around $450 a month.

TABLE 30
AVERAGE RENTS (Excluding Utilities)

Type of Unit	Average Rent	Rent Range
One (Apart/Condo)	$490 *	$440-$540
Two (SF)	$550	$450-$650
Two (Apart/Condo)	$495	$445-$545
Three (SF/Apart/Condo)	$650 **	$500-$800
Room	$300	$250-$350

* There are very few one-bedroom units.
** Three-bedroom units are in great demand.

Source: *Colfax Record*, February 1993 editions, local real estate and land management offices.

Newer apartments, duplexes, and homes rent for more than the older units in the City. In order to determine how affordable rents and mortgages are to low- and very low-income households in the City of Colfax, the following tables were devised using the 1992 Department of Housing and Community Development Income Guidelines for the Placer County area. The following tables compare monthly housing costs at various interest rates with monthly housing expenses that

households at different levels of income can afford. The first table shows the effects of changes in interest rates on housing expenses. The second table shows monthly housing costs -that households at various income levels can afford, assuming that no more than 30% of income is devoted to housing expenses.

TABLE 31
HOUSING COST--HOME LOAN

	Interest Rates				
Loan Amount	6%	7%	8%	9%	10%
$ 60,000	$ 360	$ 400	$ 440	$ 483	$ 52
$ 80,000	$ 480	$ 532	$ 587	$ 644	$ 702
$100,000	$ 600	$ 665	$ 734	$ 804	$ 878
$120,000	$ 720	$ 798	$ 880	$ 961	$1,053
$150,000	$ 900	$ 998	$1,100	$1,207	$1,316
$200,000	$1,200	$1,330	$1,467	$1,609	$1,755

HOUSING AFFORDABILITY*

	VERY LOW-INCOME		LOWER-INCOME		MODERATE-INCOME	
HH Size	Income	Pymnt	Income	Pymnt	Income	Pymnt
One	$14,900	$370	$23,850	$ 595	$35,800	$ 895
Two	$17,050	$425	$27,250	$ 680	$40,900	$1,022
Three	$19,150	$480	$30,650	$ 765	$46,000	$1,150
Four	$21,100	$530	$34,100	$ 850	$51,150	$1,278
Five	$23,000	$575	$36,800	$ 920	$55,200	$1,380
Six	$24,700	$620	$39,550	$ 990	$59,350	$1,485
Seven	$26,400	$660	$42,250	$1,056	$63,400	$1,585
Eight	$28,100	$705	$45,000	$1,125	$67,500	$1,690

* Affordable housing payment based on 30% of monthly household income, rounded to the nearest five dollars. Income limits released by federal Department of Housing and Urban Development, effective May 5, 1993.

Note: The 1992 Household Characteristics Survey indicates that 51% of all household living on incomes less than 80.0% of the median income for Placer County pay in excess of 30.0% of their incomes toward housing (including utilities).

SUPPLY OF PUBLIC AND SUBSIDIZED HOUSING

There is no publicly-owned or operated family housing in Colfax at this time, and the only elderly rental housing development in Colfax is Canyon View, which has 67 units and receives HUD Section 8 assistance. Canyon View was originally built with a FmHA 515 loan, but the loan has been repaid and the complex is currently privately owned and maintained. There are no plans to change ownership or discontinue the apartments' use as an elderly subsidized housing complex--since there is a substantial need for elderly housing in the community. There is always a waiting list for apartments at Canyon View and vacancies are filled immediately. The residents of Canyon View receive rental subsidies through the federal Section 8 Program, and the owner's current contract with HUD to participate in this program ends June 26, 1993. The owner has indicated an interest in continuing to participate in the program and to sign another fiver-year agreement, but the project could be subject to termination again in 1998 and 2003 if the owner chooses not to renew the Section 8 participation agreement in the future.

HUD funds will be used to create a 102 unit mobilehome park (modular homes) which has already been approved by the City. The units will all be two-bedroom and available to low-income households in Colfax. Other developers are interested in providing low-income housing because they wish to avail themselves of low-interest state and federal loans. These units will futher increase the availability of housing for all income groups in Colfax.

Rental Units Subject to Termination of Rent Subsidies

There is only one previous FmHA project currently providing low-income housing in Colfax (Canyon View elderly housing). Although it is the intent of the private owners to continue to use Section 8 assistance for the elderly residents, the following narrative lists funding sources available to the City to purchase the complex and preserve these subsidized units in the event the owners sell the units or discontinue their Section 8 assistance.

Project Owner and Address: Frank and Beverly Aiello, 203 Canyon View Road

Date of Earliest Termination of Section 8 Participation: June 26, 1993

Number of Units: 67 (100% elderly)

Estimated Annual Cost of Continuing Subsidy Should Owner Decide Not to Renew Section 8 Contract: $145,000 (this figure represents the estimated average difference between 30% of residents' average income and market rent, less utility allowance, multiplied by twelve and by the number of units in Canyon View). The 30-year cost in current dollars would be $4.35 million.

Estimated Cost of Constructing Replacement Units: $4.4 million (based on average construction cost of $65 per square foot at federal prevailing wage, permit and development fees of approximately

$5,000 per dwelling unit, land and site preparation costs of approximately $10,000 per dwelling unit, financing cost of 9%, and 15% overhead and profit contingency).

Acquisition Cost: $3.8 - $4.1 million, based on income method of valuation (at average rent of $450 per dwelling unit) and a cap rate of between 8% and 9%. The up-front cost of obtaining financing for such an acquisition would depend on whether public financing is sought under a state or federal program, or whether conventional private financing is sought. The lowest possible up-front cost would be an FmHA loan, which could cover 95% to 100% of the acquisition cost, depending on whether the purchaser is a public agency, nonprofit housing corporation, or private investor.

Funding Sources

The City could make use of the following resources to help preserve or replace low-income housing in Colfax. The City does not have any local financial resources it can contribute to such an endeavor, as the City has not established a redevelopment area and its General Fund cannot support expenditures to preserve, acquire, or replace low-income housing. The ability of the City to use the following programs would depend on administrative costs being paid by the program or by other entities.

Local Tax-Exempt Bonds. The City of Colfax could issue tax-exempt bonds to lend to a public, private, or nonprofit entity to acquire or replace the Canyon View housing. The City would have to apply to the State of California for the authority to issue bonds and post a 1/2% deposit of the amount of the bond authority requested. The process for issuing bonds is quite complex and requires the expertise of legal, financial, and insurance experts. Small bond issues are not generally cost-effective, so the ability of the City to issue bonds to acquire or replace the units is uncertain. It would not be financially or administratively feasible for Colfax to issue bonds independently. It may be possible for the City to participate in a joint bond issue with Placer County or another City in the county, provided the City does not have to incur any up-front or administrative costs.

State Tax-Exempt Bonds. A public, nonprofit, or private entity could request the California Housing Finance Agency (CHFA) to provide a below-market-rate loan for a replacement housing development. CHFA funds are typically available at two to four percentage points below market interest rates to developers of low-and moderate-income housing.

State Bond Funds. The people of the State of California approved general obligation bonds for a number of low-income housing programs during the 1980s. Among the eligible activities are the construction of low-income rental housing and the acquisition of low-income rental housing. The bond funds are nearly exhausted, however, and this source of financing will probably not be available unless voters approve additional housing funds during the 1990s.

Other State Programs. There are several other state programs which provide funding for rental housing construction, predevelopment costs, and technical assistance. The City, the Placer County Housing Authority, or a nonprofit housing corporation could make use of these funds. Funding is

extremely limited, however. Among the programs are the Rental Housing Construction Program, the Family Housing Demonstration Program, the Predevelopment Assistance Program (the City would have to establish its eligibility for the last program at the time funds are requested.

Farmers Home Administration. The Farmers Home Administration can provide financial assistance to maintain the affordability of existing low-income rental housing developments which it has previously financed or insured. FmHA's stated policy is to use available financial assistance and regulatory powers to preserve the status of existing low-income rental developments whenever possible.

Community Reinvestment Act. Entities seeking to preserve low-income rental housing, or to construct replacement housing, could contact private lenders participating in the low-income housing /community development programs under the requirements of the Federal Community Reinvestment Act.

Home/Hope Programs. Two new federal programs provide funds to public agencies and nonprofit community housing development organizations (CHDOs) to acquire, rehabilitate, or construct low-income housing. The City of Colfax does not qualify to receive funds directly from the federal government and would have to apply to the States allocation through the County of Placer. Beginning in 1993, applicants for HOME funds must provide matching funds from other non-federal sources.

Community Development Block Grants. The City could use its portion of CDBG funds to assist other entities interested in acquiring these developments or constructing replacement housing. The program could provide "gap" financing if other public or private sources could meet 100% of the acquisition or replacement costs.

CONDOMINIUM CONVERSIONS

Although the Pine Top fourplex housing project was not built with government funding, it was originally designed by the private developer to be low-income rental units. It proved to be unfeasible for the developer/manager to maintain these units as low-income. All but two of the units have converted to condominiums. The optimistic side of this situation is that the new owners have often chosen to rent out their condominiums for rents affordable to low- and moderate-income households.

ENTITIES INTERESTED IN THE RIGHT OF FIRST REFUSAL

The following entities have expressed an interest in acquiring subsidized rental housing developments at-risk of conversion and continuing their operation as low-income housing:

* Rural California Housing Corporation, 2125 19th Street, Sacramento, CA 95818, (916) 442-4731

* La Casa Development, 286 Greenhouse Mktpl., #258, San Leandro, CA 94579 (209) 836-4884

* Project Go, Inc., 3740 Rocklin Road, Rocklin, CA 95677, (916) 624-5705

* Mother Lode Housing Corp., 11960 Hertiage Oak Pl., #10, Auburn, CA 95603 (916) 446-6012

HOUSING REHABILITATION

A number of dwelling units have been privately rehabilitated in Colfax. In addition, the City has assisted the rehabilitation of other dwelling units occupied by low-income households through the California Rental Rehabilitation Program. The City will provide additional assistance in housing rehabilitation during 1993 and 1994 through a Community Development Block Grant (CDBG). Maintaining the existing housing stock through housing repairs is the most promising way that the City can meet the housing needs of the very low-income residents of the City. The cost of repairing a home is usually well below the replacement cost of the unit. As the housing conditions survey of 1991-92 indicates, the older homes in the City are in severe need of rehabilitation. The need for such rehabilitation has far surpassed the availability of funds through the CDBG program and the other financial resources of City of Colfax. The following table shows dwellings rehabilitated since 1989.

TABLE 32
DWELLING UNITS REHABILITATED SINCE 1989

Year	Dwelling Unit Type	Number	Program
1989	Single Family	3	Private
1990	Single Family	5	Private
1991	Single Family	6	Private/Rental Rehab
1992	Multifamily	3	Rental Rehab

CHAPTER SIX: GOVERNMENTAL FACTORS AFFECTING HOUSING PRODUCTION

LAND USE

Zoning Districts

The City of Colfax Zoning Ordinance governs the availability of land for the development of residential housing in Colfax. The City has established ten residential zones, a residential overlay zone, and residential PUD zone. In addition, apartments are allowed as conditional uses in the City's Retail Commercial (C-R) zone. The City defines residential density as the average number of families living on one acre of land, excluding land area used for nonresidential and accessory purposes. The City's Zoning Code provides for a wide range of residential densities, from one dwelling unit per acre to 29 dwelling units per acre. The actual development potential of residentially-designated land depends on the size and topography of vacant sites, as some of the higher density zoned land contains slopes in excess of 20-30%. The next section describes the characteristics of vacant land in Colfax. The following chart summarizes the City's zoning standards. The calculation of dwelling units per acre is rounded down to the nearest whole number.

SF Zones	General Plan Designation	Min Lot Area/DU	Dwellings/ Net/Acre	Width	Front	Side	Rear	Parking Spaces Height	Parking Spaces Per Unit
R-1-40	Res Low	40,000sq	1	125'	30'	15'	40'	30'	2
R-1-20	Res Low	20,000sq	2	100'	30'	10'	40'	30'	2
R-1-15	Res Med	15,000sq	3	80'	20'	8'	30'	30'	2
R-1-10	Res Med	10,000sq	4	80'	20'	8'	30'	30'	2
R-1-5	Res Med	5,000sq	8	50'	20'	6'	20'	30'	2

MF Zones	General Plan Designations Parking	Min Lot Area & Area/DU	DU/.Acre	Min Open Space/DU	Max Lot Coverage/DU	Max Height
RM-1	Res MF 1.5-2.5	6,000/3,000sq	14	400	40%	30'
RM-2	Res MF 1.5-2.5	6,000/1,500sq	29	200	40%	30'

Other Zones								
C-R*	Commercial 1.5-2.5	N/A	5/parcel					30'
MHS**	Res MF	10 ac/3,000sq	14	250	75%	30'		2
OZ***		N/A	8.7					
PUD		1 acre			development standards are flexible			

* Apartments allowed as a conditional use in the Retail Commercial zone.
** Zoning standards for mobilehome subdivisions and mobilehome parks are the same
*** The Overlay Zone is established in areas where topography or other environmental factors would preclude development at the density allowed in the underlying zone.

In consideration of the maximum density allowed in the various residential zones, the standards for minimum lot size, yards, open space, and parking, would not impede the ability of a developer to achieve the maximum allowed density, in most cases, with one or two story buildings. The exception would be very small, odd-shaped lots and lots with slopes in excess of 20% which do not have flat area on which dwelling units can be clustered. The potential constraints posed by steep topography in higher density residential zones (R-1-5,000 and higher density) is discussed in the Land Inventory section, immediately following.

Other Zoning Issues

Group Homes. Although the Colfax Zoning Code does not define group homes directly, the Code does define rooming and boarding houses, nursing homes, and hospitals. These uses are allowed conditionally in multifamily zones. Broadly defined, these uses would permit group homes in residential neighborhoods according to the requirements of state law for family day care homes, residential/community care facilities, and alcoholism recovery facilities (Sections 1566.3, 1597.40, and 11834.23 of the California Health and Safety Code).

Second Units. The Zoning Code does not include provisions for second units. Until standards for second units are included in the Code, the requirements of state law (Section 65852.2 of the California Government Code) prevail.

Mobilehome Parks, Cooperatives, PUDs, and Subdivisions. State law requires local governments to allow mobilehome parks and other manufactured developments in any residential zone according to the same standards applicable to site-built units (Section 65852.7 of the California Government Code). The Colfax Zoning Code restricts mobilehome subdivisions and mobilehome parks to areas specifically zoned for these uses. To the extent that the current provisions of the Code conflict with state law, the City's Zoning Code would need to be amended.

Mobilehomes and Manufactured Housing. State law (Government Code Sections 65852.3-65852.5) requires cities and counties to allow mobilehomes and manufactured housing constructed according to the standards of the National Manufactured Housing Construction Act of 1974, and placed on permanent foundations, on any single lot in a residential zone, subject to the same zoning standards as site-built housing. Local governments may not impose special design or architectural requirements for manufactured housing or mobilehomes, except relating to roofing and siding materials and roof overhangs. The Colfax Zoning Code does not specifically address the placement of mobilehomes or manufactured housing on single lots in residential zones, except in mobilehome subdivisions.

Density Bonuses. Article 27 of the Colfax Zoning Code contains the City's procedures and standards for approving residential density bonuses in exchange for the provision of low-income housing. The Zoning Code follows the requirements of state law (Government Code Sections 65915-65918). The City does not offer density bonuses for other than low-income housing as defined by state law.

Planned Unit Developments. The City allows for flexibility in the application of its zoning standards through a planned development ordinance which allows variations from the strict interpretation of lot, yard, and density requirements. Dwelling units may be clustered on one portion of a site and allowed at a net density 25% higher than the zoning district would otherwise permit, provided the overall density on the entire site included in a development proposal does not exceed the General Plan density and an equivalent amount of open space as otherwise required by the underlying zone is provided.

DEVELOPMENT PERMIT PROCESS AND TIMEFRAMES

The City has established separate administrative, Planning Commission, and City Council decision making processes for various types of development decisions. With the exception of building permits, any decisions made by the Building Inspector, City Engineer, or City Planner are appealable to the Planning Commission. Any decision made the Planning Commission is appealable to the City Council. Appeals of administrative or Planning Commission decisions must be filed within seven days after a decision is rendered. The City schedules a public hearing on the appeal within 30 days after the appeal is filed. The City processes applications for development approvals within the overall timeframes required by the Permit Streamlining Act (Government Code Sections 65950-65957.1). The following list shows the individual or agency of the City responsible for various permit decisions, and the typical timeframes for decisions.

Administrative Approvals (City Planner, City Engineer, or Building Inspector)

Type of Permit	Typical Timeframe
Building Permit	1 - 4 weeks
Grading Permit	2 - 3 weeks
Zoning Permit	1 week
Zoning Compliance	1 week
Lot Line Adjustment	3 - 4 weeks
CEQA Exemption	1 week

Planning Commission Approvals

Type of Permit	Typical Timeframe

Conditional Use Permit	30 days
Variance	30 days
Planned Unit Development	90 - 120 days
Site Plan/Architectural Review	60 - 90 days
Final Map	30 days

City Council Approval

Type of Permit	Typical Timeframe
Tentative Subdivision Map	90 - 120 days
Zoning Amendment	90 - 120 days
General Plan Amendment	90 - 120 days

Concurrent processing would occur for subdivisions which also require site plan review and a negative declaration. A typical subdivision would require 120-150 days for final approval.

Site Plan/Architectural Review Process

The City of Colfax has established an administrative review process for site and building design. This process covers all multifamily (excluding duplexes) and nonresidential buildings. The City requires an applicant to submit a site plan, vicinity drawings, building plans and elevations, landscaping plans, and materials and colors schedules. The City requires fifteen copies of project elevations and eighteen copies of site plans. The Design Review Board meets once per month.

The purpose of architectural and design review is not to require specific design features or materials, but to ensure that the applicant's proposal meet the general objectives of the process. In fact, the Zoning Code specifically recognizes that:

> It is not a purpose of this section that the control of the design character should be so rigidly enforced that individual initiative is stifled in the layout of any particular building or site and substantial additional expense is incurred...

For multifamily developments, these objectives are:

- to ensure adequate guest parking in proximity to each residential dwelling unit,
- to ensure that recreational areas are provided for a variety of active and passive needs and for all segments of the resident population (the area set aside for recreation and the variety of recreation facilities would depend on the size of the development proposal), and
- to make extensive use of private living enclosed patios and balconies to provide residents with a greater degree of control over their living environments.

Some of the factors the City evaluates in the design process are:

- the ratio of landscaping to paved area in parking areas;
- the placement, size, and construction of signs;
- the shielding of lights in public areas;
- the height and placement of walls and fences;
- the use of color tones which reflect the natural environment;
- the use of plant species which reflect seasonal changes, native vegetation, and preferred habitats for wildlife;
- the limitation of building heights to reflect natural topography and to preserve views (generally, a maximum of two-story construction in preferred);
- the placement of buildings on a site to preserve important natural features and vegetation;
- the use of architectural styles which reflect the early railroad, mountain/western character of the City; and
- the use of pitched roofs and articulated facades (punctuated by balconies, window motifs, and other characteristics which reduce the appearance of bulk).

Because the design review process includes the impact of project design on project cost as one of its evaluation criteria, the City can balance its design objectives with its affordable housing objectives. The process, by its nature, can add up to 30 days to the development review process, and there is an inevitable cost involved in preparing the required submittal documents and materials. The City believes that these costs can be minimized through concurrent review of development proposals for project design and review for compliance with other City ordinances. In addition, the City believes that its design review criteria can be met without using the most expensive materials. These guidelines affect, primarily, external building appearance and should not unreasonably inhibit the use of 2nd story commercial space for residential use. The site plan review is the City's check for zoning compliance, a routine part of any local development review process. It is not an additional "layer" of review. Architectural review, if required, usually occurs concurrently with other development reviews, but even when this review must take place sequentially, the City is still able to meet the overall review timeframe cited above for the processing of tentative maps, PUD's, and multifamily development approvals.

Historic Design Review

The City has designated a four-block area along Main and Grass Valley streets as an "Historic Design Control District". The purpose of this district is to ensure that the development, redevelopment, and rehabilitation of property in the designated area is consistent with the historic character of the original City area. The design guidelines for this district require certain architectural styles, the use of specific materials and colors consistent with existing historic buildings, and use of special procedures in the rehabilitation of existing buildings. These guidelines would not affect the City's ability to meet it housing needs in any significant manner because the district covers such a small area. Any proposals to redevelop second story commercial for residential use or to redevelop sites within the district for residential use would have to comply with the design guidelines, however.

Hillside Development Guidelines

The City has adopted additional development standards for new subdivisions on hillsides. These requirements do not apply to sites already subdivided for which only a building permit is required. Much of the City's remaining vacant land includes areas with slopes in excess of 30%. As a general rule, the City will not allow more than one residential building per parcel to be constructed on slopes in excess of 30% unless an applicant provides a detailed grading and site plans which show how buildings can be constructed on steep slopes while conforming as closely as possible to the natural contour of the site and minimizing erosion and landslide hazards.

For sites which include both flat and steeply sloped areas, the City would permit a landowner to cluster the units otherwise allowed by the Zoning Code on the flat portion of the site. For sites which do not contain sufficient flat areas to cluster the allowed dwelling units, the imposition of the hillside development restrictions would reduce the number of units which the Zoning Code would otherwise allow. If no clustering is proposed, the number of dwelling units allowed is based on the slope of the site:

Average Slope Natural Contour	**Percent of Zoning Density Allowed If No Clustering**
0 - 10%	100%
10.1 - 15%	80%
15.1 - 20%	60%
20.1 - 25%	40%
25.1 - 30%	25%
over 30%	*%

* At least one dwelling unit per parcel is always allowed.

In addition to these density limitations, the hillside development ordinance imposes restrictions on grading, requires the use of retaining walls, requires the use of erosion control devices, imposes restrictions on the removal of vegetation, and requires the applicant to submit detailed site plans, elevations, and contour maps showing the relationship of the topography of a site to the development

proposal. Because of the added cost of development on steep hillsides and the environmental complications involved, the City cannot realistically accommodate housing at other than low- to medium- densities (one to eight dwelling units per acre) on sites with slopes of greater than 20%. The Land Inventory describes the availability of vacant sites and their realistic development potential.

Subdivision Standards

The City charges impact fees, based on a percentage of the estimated value of the construction or square footage, to pay for a development's share of the cost of providing recreation facilities, schools, water and sewer service, fire protection, and other necessary facilities and services. These costs are discussed below under the section entitled "Permit Fees and Schedules". School impact fees are charged and collected by the school district. In addition to these fees, the primary subdivision requirements which could affect the cost and availability of housing are the City's street improvement, drainage and grading standards.

Street Improvement Standards. In general, the City requires a 50-foot right-of-way for all streets, or a right-of-way width equal to an existing street section (for street extensions). Depending on the type of street, however, the entire right-of-way need not be paved. The following table summarizes the City's street improvement standards for local and collector streets in residential zones.

TABLE 33
COLFAX STREET IMPROVEMENT STANDARDS

Zone	Right-Of-Way	Pavement Width	Sidewalk Widths
Over 1 acre	50 feet	20'/2-4' shoulders	None
R-1-40,000	50 feet	26'/2-3' shoulders	None
R-1-20,000	50 feet	30 feet	5 feet
R-1-10,000	50 feet	40 feet	5 feet
R-1-5,000	50 feet	40 feet	5 feet
RM-1	50 feet	40 feet	5 feet
RM-2	50 feet	40 feet	5 feet

The roadbed should be constructed of 2" asphaltic concrete over a 6" aggregate base. Vertical curbs and gutters are required for the R-1-20,000 zone and higher density residential zones. These street improvement standards are typical for rural communities, and the 40-foot required street width for R-1-10,000 and higher density residential zones is common practice among local governments in California. The City considers narrower street widths in a PUD and rolled curbs and gutters to reduce overall development costs. The alternative street design would have to meet drainage requirements, however. The street improvement standards would only affect new subdivisions on large parcels. Most of the small parcels, and most of the multifamily-zoned parcels to be developed have access to existing City streets. It is unlikely, therefore, that these street improvement standards would greatly impede the City's ability to encourage the production of affordable housing.

Drainage Standards. In general, the City prefers that existing water courses and natural drainage ways be incorporated into drainage plans for new development. The use of existing open waterways and drainage courses can reduce the developable area of sites containing such features. To mitigate the impact of this requirement on larger sites (those in excess of one acre), a landowner could request City approval of a PUD which would allow for a clustering the allowed number of dwelling units on the remaining developable portion of the site. On smaller sites, and in other cases, the City may approve the enclosure of natural drainage ways if these can be carried through a 48" or smaller diameter conduit. Surface drainage to underground conduits must be carried through storm water inlets according the standards of the Placer County Storm Management Manual, unless the use of natural drainage courses or swales are specifically approved. Proper storm drainage, particularly during the winter months when precipitation is particularly heavy, is a high priority in Colfax. Much of the City's older drainage system in the downtown area, constructed long before modern drainage standards were adopted, is inadequate and tend to cause flooding during moderate to heavy rains. Because much of the City is sloped, it is important that development up-slope not magnify drainage problems for existing down-slope residents.

Grading Standards. The City's grading requirements would only create substantial development costs on steeply sloped sites, typically sites in excess of 20% grade. By necessity, the City must ensure that development on these steeper sites follow sound development practices to minimize erosion and landslide hazards, to protect important views, and to conform as closely as possible to natural contours. For steeper sites, the City may require more detailed site plans, contour maps, and elevations. In addition, soils and/or geological investigations may be required. Slope retention and stabilization practices must be followed (see the previous discussion of the City's Hillside Development Ordinance). These requirements will, inevitably, add to the cost of housing but are environmentally necessary. To mitigate the effect of development restrictions on steep slopes, the City could evaluate the rezoning of flatter sites along Interstate 80 and the central portion of the City for higher density residential use. Such rezonings should not be necessary to meet the City's housing needs between 1992 and 1997, however (see the following discussion of vacant land).

Parking Requirements

The City requires two off-street parking spaces per dwelling unit for single-family houses and one- and two-bedroom multifamily units. The parking requirement is 2.5 off-street spaces per three-bedroom multifamily dwelling unit. These requirements are based on historical experience with the average number of cars parked per dwelling unit. The City's parking requirement could present a constraint to achieving the maximum practical multifamily density if a significant percentage of the dwelling units are three-bedroom. For this reason, the City could consider a parking reduction for low-income housing if the parking requirement creates a financial burden on the proposed development.

Building Code Enforcement

The City has adopted the Uniform Building Code (UBC) for new construction, as required by state law, without local amendments to the Code. To encourage the rehabilitation of older homes, the City applies the less strict Uniform Housing Code standards. The City has not condemned dwelling units to seek compliance with these standards, but seeks the cooperation of property owners to meet these standards.

LAND INVENTORY

In November 1990, the City conducted an analysis of remaining undeveloped land zoned for multifamily use. This study also included an analysis of recently completed residential developments and sites with development proposals. This information is shown below. Since 1990, only ten single family dwelling units and 20 multifamily dwelling units have been constructed, so the 1990 vacant land analysis still provides a relatively accurate accounting of the availability of vacant land in Colfax. This 1990 study is supplemented by a July 1991 slope survey. A map following the vacant land inventory shows the general locations of vacant sites zoned for multifamily use and other sites, not presently zoned for multifamily use, which are sufficiently flat to accommodate higher density housing. The appropriateness of these other sites would for multifamily housing would have to be evaluated by the City on a case-by-case basis.

1990 Vacant Land Inventory

The table indicates all RM-1 and RM-2 property as of November, 1990. The information was focused on available property for development and did not count existing units. Each property was placed in a development category as follows:

v - Vacant, undeveloped

ED - Existing development on parcel which is not ultimate multi-family use. To complete parcel development, existing structures must be removed and/or property mergers needed to attain minimum parcel site.

MF - Existing multi-family use, no further development anticipated.

PROJ - Existing project, no further development anticipated.

CP - Colfax Pines

P - Pinetop

CONCLUSIONS:

		RM-1	RM-2
1.	Total acres in zone	21.1	58.2
2.	Total vacant acres	3.4	34.4
3.	Developed or partially developed acres	17.7	23.8
4.	Total density-limited acres (8.7/ac)	0	32.0
	(Developed)	0	9.5
	(Undeveloped)	0	22.5
5.	Total vacant acres not in density-limited areas	0	11.9
6.	Maximum units if all acreage is redeveloped to 100% density	261	901
7.	Maximum number of units on vacant acreage with density limitations	49	535
8.	Practical number of units on vacant acreage	49	340

Of the 11.9 vacant RM-2 non density-limited acres, 6.46 acres is the second phase of senior housing on Canyon Court. The remainder consists of very small lots. The following map shows the location of these vacant sites. In light of the City's recent approval of low-income mobilehome subdivision and the second phase of Canyon View, the amount of unconstrained vacant land should be sufficient to meet the City's housing needs through 1997.

LOCATION OF VACANT RM-1/RM-2 PARCELS AND PARCELS WITH POTENTIAL FOR MULTIFAMILY ZONING

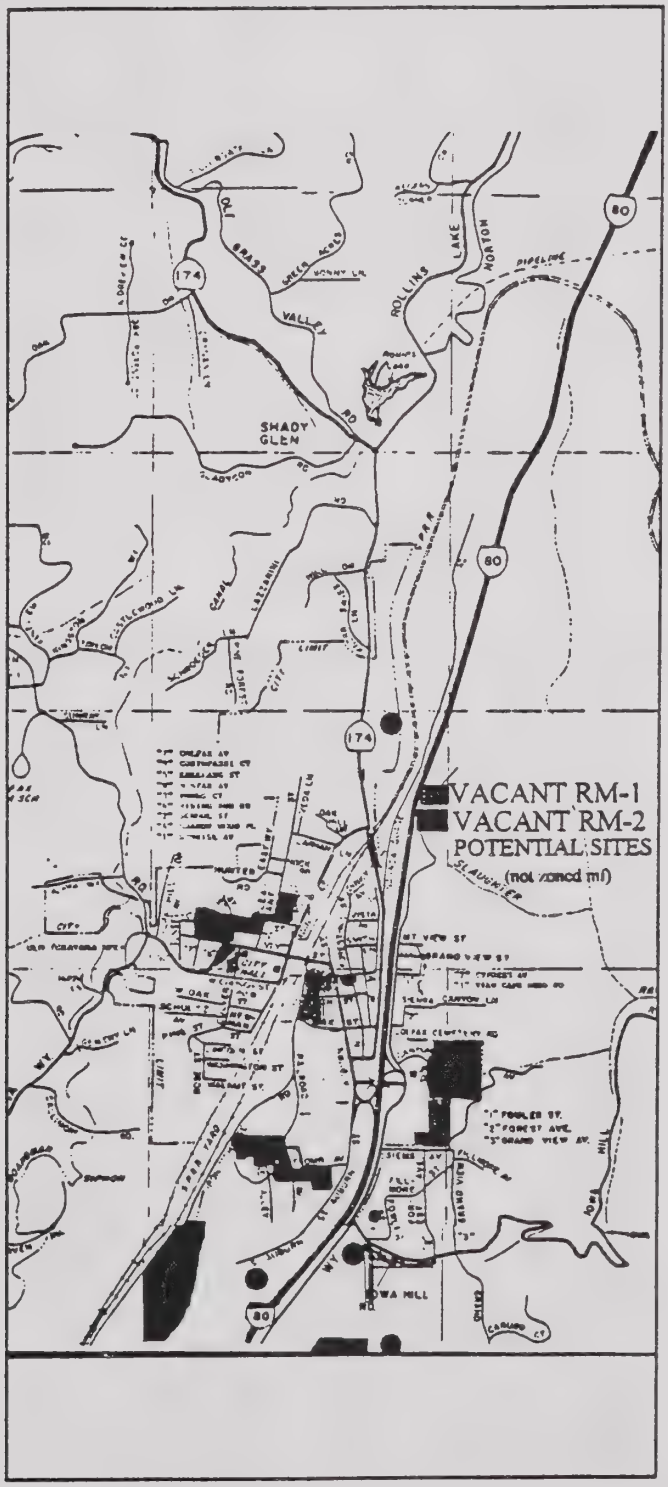


TABLE 34
SUMMARY OF VACANT LAND BY ZONING AND SLOPE

Category	SLOPE RANGE 0-10%	11-20%	21-30%	31-40%	40%+ or Creek
R-1-10		0.1		0.1	
R-1-5	4.2	3.4	5.4	12.9	1.0
RM-1	2.0	3.3			
RM-2	8.3	3.5	11.9	4.7	3.0
IL	26.8	10.3	2.8	0.8	3.5
CR	14.4	4.3	5.9	5.5	1.7
CH	9.1	5.6	14.1	4.6	3.0
TOTAL	**64.8**	**30.5**	**40.1**	**27.8**	**12.2**

RM-1 ZONING

	Area/Parcel	Location	Zone	Acres	GP Density	Units	Category	Acres/Units Undev
1	06-063-3	Rising Sun	RM-1	0.2	14.5	3.0	MF	0/0
	06-063-1	Rising Sun	RM-1	*	14.5	*	ED	0/0
	06-063-4	Rising Sun	RM-1	*	14.5	*	ED	0/0
	06-063-5	Rising Sun	RM-1	*	14.5	*	ED	0/0
	06-063-6	Rising Sun	RM-1	*	14.5	*	ED	0/0
	SUBTOTALS:			1.08		15		0/0
2	06-101-1	E. Church	RM-1	*	14.5	*	ED	0/0
	06-101-2	E. Church	RM-1	*	14.5	*	ED	0/0
	06-101-3	E. Church	RM-1	*	14.5	*	ED	0/0
	06-101-4	E. Church	RM-1	*	14.5	*	ED	0/0
	06-101-7	E. Oak	RM-1	*	14.5	*	ED	0/0
	06-101-8	E. Oak	RM-1	*	14.5	*	ED	0/0
	06-101-9	E. Oak	RM-1	*	14.5	*	ED	0/0
	06-101-11	E. Oak	RM-1	*	14.5	*	ED	0/0
	06-101-13	E. Oak	RM-1	*	14.5	*	ED	0/0
	06-101-14	E. Oak	RM-1	*	14.5	*	ED	0/0
	06-102-8	E. Oak	RM-1	*	14.5	*	MHP	0/0
	06-102-9	E. Oak	RM-1	*	14.5	*	MILES	0/0
	SUBTOTALS:			4.17		60		0/0
3	101-08-9	Siems	RM-1	2.8	14.5	40	v	2.8/40
	101-08-10	Siems	RM-1	0.62	14.5	9	v	0.62/9
	101-08-29	Siems	RM-1	2.8	14.5	40	ED	0/0
	SUBTOTALS:			6.22		89		3.42/49
4	101-?-?	Iowa Hill		2.9	9.0	26	CP	0/0

101-?-?	Iowa Hill	3.7	7.0	26	CP		0/0
101-170-12	Iowa Hill	3.0	15.0	45	P		0/0
SUBTOTALS:		9.6		97			0/0
RM-1 TOTALS:		21.07		261		3.42/49	

RM-2 ZONING (Developed and Undeveloped)

Area/Parcel		Location	Zone	Acres	GP Density	Units	Category	Acres Und	Units
1	06-03-21	Depot St.	RM-2	.13	29.5	4	ED	0/0	
2	06-041-01	School St.	RM-2	*	29.5	*	ED	0/0	
	06-041-02	School St	RM-2	*	29.5	*	ED	0/0	
	06-041-03	School St.	RM-2	*	29.5	*	ED	0/0	
	06-041-04	School St.	RM-2	*	29.5	*	ED	0/0	
	06-041-05	School St.	RM-2	*	29.5	*	ED	0/0	
	06-041-06	School St.	RM-2	*	29.5	*	ED	0/0	
	SUBTOTALS:			0.6	29.5	17		0/0	
	06-042-01	Depot St.	RM-2	*	29.5	*	ED	0/0	
	06-042-02	Depot St.	RM-2	*	29.5	*	ED	0/0	
	06-042-03	Depot St.	RM-2	*	29.5	*	ED	0/0	
	06-042-04	Depot St.	RM-2	*	29.5	*	VD	0.13/3	
	06-042-05	Depot St.	RM-2	*	29.5	*	ED	0/0	
	SUBTOTALS:			0.6	29.5	17		0.13/3	
3	06-061-3	W. Gr V	RM-2	*	29.5	*	ED	0/0	
	06-061-8	W. Gr.V	RM-2	*	29.5	*	ED	0/0	
	06-061-9	W. Gr.V	RM-2	*	29.5	*	ED	0/0	
	06-061-11	W. Gr.V	RM-2	*	29.5	*	ED	0/0	
	06-061-12	W. Gr.V	RM-2	*	29.5	*	ED	0/0	
	06-061-13	Depot St.	RM-2	*	29.5	*	ED	0/0	
	06-061-14	Depot St.	RM-2	*	29.5	*	ED	0/0	
	06-061-15	Depot St.	RM-2	*	29.5	*	ED	0/0	
	06-061-20	Depot St.		*	29.5	*	ED	0/0	
	06-061-21	Sunset Cir.	RM-2	*	29.5	*	ED	0/0	
	06-061-22	Sunset Cir.	RM-2	2.36(tot)	29.5	69(tot)	MF	0/0	
	06-061-23 through	Shadowd	RM-2	*	29.5	*		0/0	
	06-061-42	Shadowd	RM-2	.63(tot)	12.2	20(tot)		0/0	
	SUBTOTALS:			3.99		89		0/0	

4	06-062-02	Rising Sun	RM-2	*	29.5	*	MF	0/0
	06-062-03	Rising Sun	RM-2	*	29.5	*	MF	0/0
	06-062-04	Rising Sun	RM-2	*	29.5	*	MF	0/0
	06-062-05	Rising Sun	RM-2	.14	29.5	*	v	.14/4
	06-062-07	Colfax Ave.	RM-2	*	29.5	*	MF	0/0
	06-062-08	Rising Sun	RM-2	.15	29.5	*	v	.15/4
	06-062-09	Rising Sun	RM-2	*	29.5	*	ED	0/0
	06-062-010	Rising Sun	RM-2	*	29.5	*	ED	0/0
	SUBTOTALS:			1.06		31		.29/85
5.	101-08-3	Canyon Ct.	RM-2	6.46	29.5	190	VAC	6.46/190
	101-08-4	Canyon Ct.	RM-2	6.0	29.5	67	67 Units	0/0
	SUBTOTALS:			12.46		257	190	
6	101-13-29	Canyon Way	RM-2	16.0	8.7	139	VAC	16/139
7	100-16-2	Wood St.	RM-2	.30	29.5	8	ED	0/0
	100-16-3	Lane Alley	RM-2	.30	29.5	8	v	.3/8
	100-16-5	Lane Alley	RM-2	.15	29.5	4	ED	0/0
	100-16-6	Lane Alley	RM-2	.15	29.5	4	v	.15/4
	100-16-8	Lane Alley	RM-2	.57	29.5	15	v	.57/15
	100-16-10	Lane Alley	RM-2	.96	29.5	28	ED	0/0
	100-16-11	Lane Alley	RM-2	.30	29.5	8	v	.30/8
	SUBTOTALS:			2.73		75		1.32/35
	100-23-6	Whitcomb Ave.	RM-2	1.0	29.5	*	v	1.0/29
	100-23-7	Whitcomb Ave.	RM-2	0.3	29.5	*	v	0.3/8
	100-23-18	Whitcomb Ave.	RM-2	.23	29.5	*	ED	0/0
	100-23-19	Whitcomb Ave.	RM-2	.40	29.5	*	v	0.4/11
	100-23-20	Whitcomb Ave.	R14-2	.53	29.5	*	v	.53/15
	100-23-21	Corto Passi	RM-2	0.7	29.5	*	v	1.4/41
	100-23-22	Corto Passi	RM-2	1.4		*		
SUBTOTALS:				4.56		134		3.6/104
8	100-15-79	S. Auburn	RM-2	1.3	8.7	11	v	1.3/11
	100-15-80	S. Auburn	RM-2	2.6	8.7	22	v	2.6/22
	100-15-81	S. Auburn	RM-2	2.7	8.7	23	v	2.7/23
	100-15-84	S. Auburn	RM-2	2.8	8.7	24	ED	0/0
	100-15-85	S. Auburn	RM-2	6.7	8.7	58	PROJ	0/0
	SUBTOTALS:			16.1		138		6.6/56
	RM-2 TOTAL			58.23		901		34.4/535

* Parcel/unit size not individually broken down. Subtotal indicates total parcel/Limit Listed APN grouping.

The parcel-by-parcel analysis shows a considerable number of vacant lots in the City. Ranging in size from about 5,000 square feet to several acres. Based on this analysis, the City should not have difficulty in accommodating its share of the regional housing needs.

TABLE 35
CITY OF COLFAX
RECENTLY APPROVED LAND DEVELOPMENT PROJECTS (1988-1991)
REVIEW OF PRACTICAL DENSITY

Project	Zone	Allowed Denity	Approved Density (%)
Indian Hill	R-1-5	8.7 units/acre	27%
Dollar Hill P.U.D.	R-1-20	2 units/acre	38%
Mink Creek	MHS	8 units/acre	70%
Timberidge	R-1-5	8.7 units/acre	35%
Oak Ridge P. U. D.	RM-2	8.7-29 units/acre	100%/30%
Colfax Pines	RM-1	14.5 units/acre	51%
Basquin Apts	RM-2	29 units/acre	59%
Las Manzanitas	R-1-5	8.7 units/acre	63%
McLaughlin Apts	RM-2	29 units/acre	79%
Shadowood	RM-2	29 units/acre	38%
Pinetop	RM-1	14.5 units/acre	100%

As Table 35 shows, the approved density of recent developments in relation to zoning density varies widely from 27% to 100%. The lower densities approved in relation to allowed densities are based primarily on developer asessment of the market potential of vacant lands on moderate to steep slopes. Market forces, principally the cost of development, have driven applications from developers at lower than maxium density, i.e. the practical constraints of hillside development have been recognized and incorporated into proposals from developers. Long before the City adopted its hillside development standards, the developers recognized that many vacant parcels were "overzoned" in relation to the physical capacity of the sites. The City's hillside development ordinance responded to this reality by reflecting the actual densities at which builders could feasibly develop sloped sites.

TABLE 36
PERMIT FEES AND SCHEDULES
FOR THE CITY OF COLFAX

Building Permit Fees:

Total Valuation	Fee
$1.00 to $1,200.00 $1,201.00 to $2,000.00	$30.00 $15.00 for the first $500.00 plus $2.00 for each additional $100.00 or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$45.00 for the first $2.000.00 plus $9.00 for each additional $1,000.00 or fraction thereof, to and including $25,000.00
$25.001 to $50,000.00	$252.00 for the first $25,000.00 plus $6.50 for each additional $1,000.00 or fraction thereof, to and including $50,000.00
$50,000.00 to $100,000.00	$414.50 for the first $50,000.00 plus $4.50 for each additional $1,000.00 or fraction thereof, to and including $100,000.00
$100,000.00 to $500,000.00	$639.50 for the first $100,000.00 plus $3.50 for each additional $1,000.00 or fraction thereof, to and including $500,000.00
$500,000.00 to $1,000,000.00	$2,390.50 for the first $500,000.00 plus $3.00 for each additional $1,000.00 or fraction thereof, to and including $1,000.000.00
$1,000,001.00 and up	$3,539.50 for the first $1,000,000.00 plus $2.00 for each additional $1,000.00 or fraction thereof.

The Total Valuation shall be based on contract price or the per square foot costs as published by I.C.B.O. in Building Standards, whichever is greater.

Development Fees

Site Plan and Architectural Review Fee:	(<2000sf) minor $350.00 (>2000sf) major $500.00
Environmental Review Fee:	minor $150.00 major $500.00

(Note:This fee covers the cost of the initial study prepared by Staff. If any Environmental Impact Report is required, applicant must pay all preparation costs.)

Environmental Impact Report:	$750.00 plus actual Consultant Costs
Fish and Game Fee:	if exempt $ 25.00 If neg. declaration $1,250.00 If E.I.R. $ 850.00
Boundary Line Adjustments	$200.00
Annexation and Pre-Zoning	$1,445.00 minimum
LAFCO	As Specified

The fees for each permit, variance approval or review shall be as follows:

Minor Land Divisions:	
Planning Fees	$310.00 per resulting parcel
Map Checking and Admin.Fees	$350.00 plus $50.00 per parcel
Major Land Division:	
Planning Fees	$300.00 plus $50.00 per lot
Map Checking and Admin.Fees	$1,000.00 plus $20.00 per lot
Improvement Plans:	
Construction Estimates	
Up to $100,000	1.8% of Estimate
100,000-$300,000	1.2% of Estimate
Over $300,000	1.0% of Estimate

Final Costs are actual City Costs, Payable Prior to Plan Signature

Inspection Fees	
Construction Estimates	
Up to $100,000	4.2% of Estimate
over $100,000	3.0% of Estimate

Final Costs are Actual City Costs, Payable Prior to Acceptance of Improvements.

Residential Mobile Home Subdivision	
Planning Fees	$300.00 plus $50.00 per lot
Map Checking and Admin.Fees	$1,000.00 plus $20.00 per lot
Residential Mobile Home Park	
Planning Fees	$1,000.00 plus $15.00 per space
Administration Fees	$ 50.00 per hour as required
Zoning Permit	$ 50.00
Occupational Permit	$ 50.00
Conditional Use Permit	$250.00
Zoning Map Amendment	$500.00 for four or less parcels; additional $125.00 per parcel for each parcel over four
Variance	$100.00
Appeals	$100.00
Site Plan and Architectural Review:	
Minor Review	$350.00
Major Review	$500.00
Performance Standard Review	$100.00
Planned Unit Development	$500.00 minimum, plus $50.00 per unit

TABLE 37
IMPACT COSTS
FOR SINGLE & MULTI-FAMILY UNITS

Police and fire Protection Impact

Uninhabited acreage	$500.00 per acre (for annexation)
Inhabited acreage	$1,000.00 per acre (for annexation)

Wastewater System Impact Annexation fees shall be assessed pursuant to section 6-3.204 for wastewater system impact.

Standard Public Works and Mitigation Fees

Parks and Recreation	1/2% of estimated building cost
Fire Protection	1/2% of estimated building cost
Sewer Connection	$2,220.00
Schools	$3.65 per square foot (total both school districts)
Final Map Checking	$1,000.00 plus $20.00 per lot

TABLE 38
PLANNING FEE COMPARISON

	Colfax	Placer Co	Roseville	Auburn	Nevada Co.	Rocklin*
Zoning Charge	$500	$1,860	$250	$1,271	$2,020	$1,508
GPA Charge	$500	$2,180	$300	$1,423	$1,335	$2,317
Parcel Map	$500	$2,475	$550	$2,137	$3,355	$3,215
Major Subd.	$310*	$450**	$250	$719	$615+$78/lot	$1.356
Envir.–Major	$500	$730	$150	$1,050+cost	$119 + cost	$484
Envir.–Minor	$150	$300	$150	$194	$166	$176
Envir.–EIR	$750+	$5,275	$375	$1,050+cost	$119+cost	$484
Subd. Map Amend.	$0	$860	$125	?	675+$78/lot	?
Parcel Map Amend.	$0	$480	$125	?	$343+$78/lot	?
Hourly Rates	$45	?	$70	?	$68	$55
Site Plan/Arch. Rev.	$350-500	$475-2,435	$350-725	$541-625	$519-2,294	?
Cond. Use Permit	$250	$405-$2,290	$750	$399-$1,386	$1,728-2,963	$698-$2,324
Boundary Line Adj.	$200	$545	$175	$247	$148	$274
Reversion to Acreage	?	$650-1,360	$100	$?	$521-1,800	$926
Variance	$100	$530-640	$200	$242-494	$932	$795
Time Extension	$0	$40% base fee	$75	$399-278	$119	$744
Cert. of Compliance	$0	$480	?	$289	$770-1,056	$523
Appeals	$100	$335	$75	$0	$623	$498

* + $ per lot. ** + $ per lot.

Impact of Fees on Construction Costs

In general, building permit fees equal approximately 1% of the estimated construction value per dwelling unit.Impact fees will add between 6% and 9% to the cost of construction, depending on

whether annexation and/or General Plan and Zoning amendments are required. The total affect of the City's building, development permit, and impact fees, would range from 7% to 10% of the cost of construction.

CHAPTER SEVEN: NONGOVERNMENTAL FACTORS AFFECTING HOUSING PRODUCTION

DEVELOPMENT COSTS

The development costs for housing throughout the Placer County-Colfax area are affected by market trends and the availability of building materials, labor, and land. Changes in the cost of building materials relate primarily to wood and wood-based products, which vary widely, although other materials such as cement and roofing materials also affect the finished cost of housing. Builders in the Colfax area have excellent access to these materials, due partly to the region's central location along railway routes and its relative location along Interstate 80 (I-80).

There is a strong population increase being experienced by the cities of Auburn, Rocklin, and Roseville along I-80 which has created support for the housing market in this region. The availability of building materials at low cost, and the desirability of Placer County's location, has promoted a steady stream of migration into these areas since the late 1970s.

COST OF CONSTRUCTION

Homebuilders, who have recently constructed housing in the City of Colfax, were contacted to determine typical construction costs in the City limits. The typical construction cost, including government fees, runs $51.00 a square foot for multifamily and single family units. There is a market for townhouses and condominiums in the area since the construction costs are about the same as single family units, but require less land and the local market strongly prefers owner-occupied housing. The cost per square foot to construct a dwelling unit will vary with the quality of construction. Luxury single family dwelling units or townhomes with many high-grade amenities will cost more per square to construct. The $51.00 per square foot is typical for most current dwelling units in Colfax, however.

Because the land market in Colfax is so small, there are few transactions. Over the past several years, the only residential land sale has occurred in one small townhouse development. Another tract approved for single-family use was offered for sale, but the sale was not consummated. There have been no recent sales of multifamily zoned land. According to a local real estate agent, the building-ready lot cost (all fees and utility connection costs paid) for the townhomes was $35,000 per lot, and the estimated cost per lot for the single family tract offered for sale would have been $45,000 per lot, building ready. The lot costs are reduced significantly when developers purchase large tracts of land and install their own infrastructure and improvements. While some local developers have built on existing City lots, developers prefer the less expensive acreage adjacent to I-80 and the railroad lands, since these areas are flatter and more easily developed.

A new single family zero lot home or townhouse/condominium can be purchased in the City for as little as $70,000. The average price of a new single family home of modest design in Colfax is $77,000 to $100,000 if the land is already owned. The total cost, with land, would range between $110,000 and $145,000. There are, however, plans by local developers to build $300,000 homes.

While many of the local communities such as the Cities of Rocklin, Auburn, and Roseville have increased government fees, the City of Colfax continues to maintain low development fees. Because of this, Colfax has maintained a cooperative relationship with the private sector that has benefitted all economic segments of the community.

According one of the two local real estate agents, the greatest constraints to housing development are not the City's regulatory processes (although the perception certainly exists among some builders that the City's has strict standards), but market constraints owing to a lender caution and a limited market for land sales.

UTILITY CONSTRAINTS

One of the constraints in meeting the housing needs of any community is the cost of installing water and sewer services to a purchased lot. As mentioned previously, the City of Colfax has anticipated the infrastructure needs of the growing community and has availed itself of private financial sources to address the situation. There is some debate as to whether the existing infrastructure is sufficient to meet long-term need in the next decade and beyond. At present, the City does not foresee any water or sewer system constraints to development, especially during the period covered by this Housing Element. All lands within the City limits can be provided water and sewer service within the 1997 timeframe. However, the City may face limitations in sewer capacity after 1997 because the state Water Quality Control Board has not approved the City's request for an amendment to its dry weather inflow permit to allow increased inflows. The City applied in 1991 for an increase to allow the City to accommodate anticipated developed into the next decade. Colfax has received a CDBG planning grant from the State to assess rainwater inflow and infiltration into the wastewater treatment system.

The high school serving the Colfax and surrounding areas has recently been expanded, and a new elementary school is near completion. The school district is collecting impact fees to pay for the new facilities, and capacity should be adequate to accommodate new development in the region over the next five years.

The primary roadway system is in place in Colfax, so no constraints are anticipated in the City's ability to accommodate additional traffic from new development. New subdivisions would have to provide local or collector street for internal use.

AVAILABILITY OF FINANCING

There is no data to indicate that construction financing for developers or financing for home purchase is less available in the Colfax area than elsewhere in the region or the state. Because of the current low-interest housing market in the state, opportunities have greatly improved for home ownership. Developers, however, are experiencing difficulty obtaining loans from larger lending institutions and must look to local credit unions, bond financing, and state and federal sources for take out loans, land acquisition loans, and construction loans.

The ability of very-low income households to finance home ownership is limited by their inability to meet the income and credit requirements of most conventional lenders. Most communities have very little control over this except to increase the amount of capital available to builders of low- and very low-income housing through the issuance of tax-exempt bonds or sponsorship of an application for state or federal financial assistance for affordable housing developments. While Colfax does not have the ability to independently pursue bond financing, it can lend its endorsement to developer applications for state and federal loan guarantees and contact lenders to discuss their Community Reinvestment Act programs.

The following table shows the affect of varying interest rates on housing affordability.

TABLE 39
THE EFFECT OF CHANGES IN INTEREST RATES ON THE COST OF A HOME LOAN*

	Interest Rates				
Loan Amount	**6%**	**7%**	**8%**	**9%**	**10%**
$ 60,000	$ 360	$ 400	$ 440	$ 483	$ 52
$ 80,000	$ 480	$ 532	$ 587	$ 644	$ 702
$100,000	$ 600	$ 665	$ 734	$ 804	$ 878
$120,000	$ 720	$ 798	$ 880	$ 961	$1,053
$150,000	$ 900	$ 998	$1,100	$1,207	$1,316
$200,000	$1,200	$1,330	$1,467	$1,609	$1,755

*Assumes a 30-year, fixed rate mortgage.

Source: Connerly & Associates, Inc, 1991.

CHAPTER EIGHT: ENERGY CONSERVATION EFFORTS

State law (Title 24 of the State Building Standards) requires local governments to implement energy conservation standards for all new residential development. While energy efficient construction could have an impact in reducing utility bills for many new home buyers, it could also increase the total cost for construction. All new residential units in Colfax must be energy efficient according to the State's standards. Because the City is located at 2,500 feet altitude, winter nights can be cold, and substantial energy savings can accrue from well-insulated homes. Even though the area receives most of its precipitation between the months of November and March, there are substantial periods of sunny weather during this time of year, and dwelling units designed to take full advantage of the low winter sun could further reduce energy use. The potential for solar energy use is even greater between the months of May and October, a period during which little precipitation falls and days are mostly sunny.

The City has incorporated policies for energy efficiency in its site plan/architectural review guidelines, although these are general in nature, relating the use of landscaping, building orientation, and materials.

Another form of residential energy conservation would involve the addition of energy efficient improvements to existing housing units (retrofitting). As noted previously, nearly half of the City's housing stock is 40 years old or more, and another 15% was constructed between 1950 and 1970, when little insulation, by current standards, was used in most residential construction. Because most of the City's residents are low-income, it is unlikely that homeowners have the financial resources to retrofit their dwelling units for energy efficiency. One could assume, therefore, that at least 40%, and perhaps as many as two-thirds of the dwelling units in Colfax could benefit from energy efficiency improvements.

The City is seeking to assist its residents to retrofit their dwelling units through a state-assisted housing rehabilitation program and through cooperative efforts with Project Go, Inc. (the local energy contractor though the Office of Economic Development). The City's objective is use funds provided by the State of California and Project Go to assist homeowners in making the following improvements:

Ceiling insulation,
Weatherstripping,
Water heater insulation blankets,
Wall Insulation,
Low-flow devices for shower heads,
Window shades and awnings,
Caulking and sealing, and
Insulated supply heating and cooling system ducts.

CHAPTER NINE: EVALUATION OF THE 1985 HOUSING ELEMENT

THE CITY OF COLFAX'S PERFORMANCE GOALS AND POLICIES ADDRESSED IN THE PREVIOUS HOUSING ELEMENT

I. **Goal:** Cure the shortcomings of sewer and water supply systems so that housing (and other) development may continue.

Policy: Upgrading of sewer and water systems will be done by developer contributions, application to state and federal grants and programs, and by assessment district formation.

Performance: The City has accomplished this goal through private funding and the formation of an assessment district. Although there is some disagreement as to the capacity of the new system, it appears to be adequate for the current growth rate.

II. **Goal:** Amend the Zoning Ordinance as needed to encourage development of housing in all income levels.

Policies:

A. Adopt a "granny flat" amendment which will allow small additional units in accessible sections of the R-1-5 zone.

B. Adopt a Planned Development overlay zone affording density bonuses, narrower streets, zero lot lines where safe, and encourage energy efficient low to moderate cost housing.

C. Reduce parking requirements for elderly housing units based on experience with such developments already in the City.

D. Eliminate site plan review of duplex and apartment units by the Planning Commission or City Council in the R-M District. The Zoning Ordinance doesn't require it.

E. Regulate condominium conversions where appropriate to preserve the existing rental housing stock.

Performance: The City has adopted a planned unit development ordinance and reduced parking requirmeents for elderly housing. The City has not adopted a second unit odrinance, however, and still restricts mobilehomes to the R-MHS zone. The City, to date, still requires site plan review of duplex and apartment units.

III. **Goal:** Use the Building Code to upgrade unsafe housing and to promote energy efficiency.

Policies:

A. Property owners seeking to upgrade existing older housing should be permitted to do so with a minimum of resistance by the City. The chief concern of the Building Inspection Department should be for the health and safety of the people who will reside in the upgraded unit.

B. The City should encourage energy efficiency in new single family residential units.

C. The City will continue to enforce energy requirements for new multi-family units.

D. The City already allows occupancy of mobilehomes and modular units and will continue to do so.

Performance: City allows existing residential structures, even if non-conforming, to be rehabilitated and retrofitted for energy efficiency. Energy efficiency in new housing is encouraged through enforcement of state energy conservation standards. Although the City does permit mobilehomes and manufactured housing in the R-MHS zone, the Zoning Code has not been amended to meet state requirements that mobilehome parks and mobilehomes on individual lots be permitted in any residential zone subject to the same zoning standards as site-built housing.

IV. **Goal:** The City will do its part to encourage the development of housing for all regardless of race or economic condition.

Policies:

A. The City will dispense information on state and federal programs available to individuals to secure adequate housing. This will include information on discrimination.

B. The City will encourage and approve subsidized housing projects in appropriately zoned areas to meet its commitments to "fair share."

C. The City will endeavor to solve sewer and water needs which currently make much of the land zoned for residential use undevelopable.

Performance: The City has achieved this goal through a fair housing policy presented in the City's Community Development Block Grant application for 1992, through the completion of the necessary sewer and water system extensions, and ongoing efforts to meet and exceed fair share allocation requirements, and other ongoing fair housing and employment practices. The City also maintains a range of zoning densities, from one acre to 29 dwelling units per acre, to allow for a variety of housing types. Between 1987 and 1992, the City approved building permits for 39 single family dwellings, 14 duplex, and 45 multifamily dwellings (primarily townhouses)--98 units total, or 92% of its estimated 1985-1992 new housing construction need as projected in the Colfax 1985 Housing Element. Based on the sales prices and rental costs of these units, it is estimated that Colfax met 100% of moderate- and above moderate-income housing needs and 25-30 units of its low-income housing needs.

V. **Goal:** As many as possible of the existing substandard housing units should be upgraded within the seven year plan period. This would be up to 138 units.

Policies:

A. Apply for and use state and federal grants for this purpose.

B. The City Council should communicate its desire for improvements of existing substandard housing to home owners and landlords periodically through the news media.

C. The City Council will meet with local lenders and integrate federal and local loan programs they have for home improvement. The City will dispense this information to eligible homeowners.

D. The City should support Pacific Gas & Electric Co. in its efforts to provide housing with energy conservation measures.

E. The City should use building code enforcement to cure obvious problems in the existing housing stock.

Performance: The City has applied for Community Development Block Grant funds through the Small Cities Allocation for a housing rehabilitation activity. The City was funded through the CDBG program for the 1992 cycle and will be advertising and marketing that program to homeowners as soon as all special conditions have been met. Previous applications for

CDBG funds were not approved, so the City was unable to complete this goal by 1992, but will continue efforts under the new housing element. As part of the 1992 CDBG application, energy conservation funds were leveraged and the City received support from the local title company in the form of reduced escrow and title insurance fees to low-income applicants for household repair loans. The City has assisted in the rehabilitation of eight dwelling units through the state Rental Rehabilitation Program.

VI. **Goal:** New housing developments should be reviewed for handicapped access. All new public, tourist, commercial, and industrial facilities shall be accessible.

Policy: The forgoing is presently carried out via zoning, subdivision and building code enforcement.

Performance: The City has performed this goal on an ongoing basis.

VII. **Goal:** Public facilities and employment should be conveniently located for all Colfax residents to add enjoyment and economic benefits to life in Colfax.

Policies:

A. Colfax is small enough to accommodate convenient access to the following public facilities: schools, parks, Colfax City Hall, and the post office.

B. In the Future Colfax and surrounding area residents will need additional public facilities such as: a second elementary school, a park east of Interstate 80 and possibly a large clinic. The Planning Commission and City Council should constantly review large projects to see that space for such facilities is planned ahead of time so that they can be economically built at a later date.

Performance: The City uses the subdivision review process to continuously plan for future growth which will maintain the convenience and ambiance of its small town atmosphere. Recent sewer, water, and school facility improvement should allow the City to meet its housing construction need through 1997.

VIII. **Goal:** Preserve historic structures throughout the City.

Policy: Allow greater use of historic structures in any zone district subject to Use Permit control. As examples: offices and day care could be allowed in R-1 districts where access parking and utilities are adequate. Residential uses should be permitted in the C R District--particularly in second stories downtown or in any portion of buildings adjoining the business district but not on Main Street.

Performance: The City has met and exceeded its goal to preserve historic structures by passing an ordinance preserving these structures and their continues use, and by encouraging the use of state and federal programs to assist the owners of historic properties to rehabilitate them. The City also has an active historical society which has encouraged appreciation for the City's historic structures.

EVALUATION OF THE CITY'S PERFORMANCE

Of the 19 actions contained in the previous Housing Element, the City did not achieve the adoption of a second unit ordinance, the amendment of the City's zoning code to reflect state law regarding mobilehomes, the elimination of site plan review for duplexes, the regulation of condominium conversions, the upgrading of 138 dwelling units, and the completion of all public facilities improvements noted in the previous Housing Element before June 30, 1992. The City did eliminate site plan review for individual duplex proposals later in 1992, however. The City did not amend its zoning code to reflect state requirements for mobilehomes and second units because the City did not consider these issues high priorities at the time in relation to upgrading the existing housing stock. The current Housing Element reflects a change in priority, as the City now recognizes the importance of these housing alternatives in meeting the City's affordable housing objectives. The City Council debated the elimination of site plan review for duplexes, but decided to keep this zoning compliance review to ensure that duplexes meet applicable zoning density standards. The City did not pursue a condominium conversion ordinance because there Council determined there is no need for one. In fact, many townhomes approved as ownership housing are rented at rates affordable to low- and moderate-income households.

Based on this review of the previous Housing Element, the City has determined that it has little financial or administrative ability to implement affordable housing policies. The City cannot subsidize development costs, waive fees, or directly seek state or federal financing of affordable housing without technical assistance from an outside public agency or private entity. The City must rely on a half-time City Manager, a part-time contract City Planner, and one administrative position to implement its housing policies (in addition to conducting other City business). As a consequence, the City can take only those actions which require a small commitment of staff time (such as zoning code changes), which can be implemented by other entities, with City support, or for which the City can obtain financial assistance to retain a consultant to implement.

CHAPTER TEN: POLICIES, PROGRAMS AND QUANTIFIED OBJECTIVES

SUMMARY OF STATE AND FEDERAL PROGRAMS AVAILABLE TO COLFAX

For the purpose of this housing element, the City has reviewed information on available state and federal housing programs from the California Department of Housing and Community Development, the California Housing Finance Agency, the California Department of Veterans Affairs, the U. S. Debarment of Housing and Urban Development, the Farmers Home Administration, the U. S. Veteran's Administration, and local housing and redevelopment agencies.

The following criteria was used to determine which programs should be considered by the City of Colfax for incorporation into its General Plan Housing Element:

* The availability of funding and the likelihood that funding will continue to be available over the five-year period to be covered by the City's revised Housing Element.

* The administrative requirements of the program, and whether these requirements are realistic in consideration of Colfax's staff resources.

* Whether the program requires direct participation by the City as an applicant and administrator, or whether the program requires City support for a third-party applicant (for-profit home builder, nonprofit housing corporation, other public agency, etc.).

* The level of financial commitment required by the program, and the ability of the City to meet this commitment (or fulfill the commitment through a third party).

* The likelihood that the program could make a substantial impact on the City's housing needs between 1992 and 1997.

* The extent to which available programs meet Colfax's housing needs.

* The eligibility of the City, or of other public or private entities, to use housing program funds for needed housing activities.

Connerly & Associates, Inc. examined a wide range of housing programs, including programs that provide funding for new housing construction, housing rehabilitation, technical assistance, support of housing pre-development costs, mortgage guarantees and insurance, public facilities support of

housing, weatherization programs, and rent subsidy programs. Some of the programs would require direct participation by the City as the applicant, while other programs require another public or private entity to be the program applicant.

This summary of housing programs has been organized by type of program, such as new construction financing, rehabilitation, pre-development, and rent subsidies.

Technical Assistance Programs

The State of California offers several technical assistance programs for rural communities which lack the financial resources to undertake necessary community or site planning activities which precede the development of low-income housing. These three programs are the Planning/Technical Assistance Grant Program of the Small Cities CDBG Program, the Rural Development Assistance Program, and the Rural (Community Facilities) Technical Assistance Program.

Planning/Technical Assistance Grants. CDBG-eligible communities may apply annually during one of the three application cycles for Planning/Technical Assistance Grant funds to conduct community surveys, prepare development plans, undertake preliminary engineering studies, apply for state or federal funding from other housing programs, and to undertake other planning activities that will directly benefit low-income households. At least 70% of the beneficiaries of must be low-income.

Rural Development Assistance Program. Funds can be used under this program to prepare applications for federal and state funding and in implementing housing, public works, and economic development programs. The availability of funding to Colfax under this program will depend on whether the state expands the program to include Placer County.

Rural (Community Facilities) Technical Assistance Program. This program provides technical and financial assistance to rural communities (under 5,000 persons) to address water and wastewater problems. Eligible communities must have a median income that is no more than 70% of statewide median income. The City could not apply for these funds directly, but would have to work through a nonprofit corporation. The maximum grant is $7,500.

New Construction Programs

Based on the household survey results, the most urgent low-income housing needs appear to be for affordable housing for low-income families with children and for elderly households. One method of meeting these needs is through participation in state and federal programs which support lwo-income housing construction. There are several state and federal programs that the City could access directly, or in a support role with an interested non-profit or for-profit housing developer. These programs include:

California Rental Housing Construction Program. Program funds are nearly exhausted. This program could have additional funds in future years if voters authorize the issuance of additional bonds. Legislation to put a housing bond measure before the voters in November 1992 failed passage. At least 30% of the units in a project assisted under this program must be reserved for lower-income households, with at least 2/3 of the reserved units (20% of the total) for very low-income households. Between 20% and 30% of the assisted units must be reserved for elderly and/or handicapped households.

The state provides zero interest, thirty-year deferred-payment loans and, if necessary, an operational subsidy covering the difference between operation and maintenance costs and the rents charged on the assisted units. Assisted units are reserved for low-income occupancy for thirty years. The applicant may be a public agency or a non-profit housing sponsor. HCD issues Requests for Proposals annually if funding is available under this program.

State Pre-Development Loan Program. The Pre-Development Loan Program provides seed money to non-profit housing developers and local governments for a variety of expenses that preceded the construction of low-income housing. Eligible expenses include costs involved in securing long-term financing, land purchase, architectural and engineering fees, site preparation costs, application and development fees. Funds may not be used for construction costs or for on-going administrative expenses. The maximum loan amount, excluding the purchase of real property options, is $75,000. Loan terms are typically from one to three years at seven percent interest, although the terms are flexible to meet the financial requirements of the project. Applications are received on a continuous basis, although funding is limited. The City should check with HCD prior to submitting a funding request to verify that funds are available.

State Community Development Block Grant Program. CDBG funds may be used by a neighborhood-based nonprofit corporation, small business investment company, or local development corporation to construct "last resort housing". Last resort housing provides replacement housing for low-income households displaced as a result of local government purchase of existing dwelling units. The local government must document that there are no other feasible methods of providing replacement housing. At least 70% of the funds must benefit low-income households, but the most competitive applications will have 100% low-income benefit.

CDBG funds may also be used to pay for the cost of infrastructure required for a low-income housing development. The most competitive applications would be those in which 100% of the dwelling units benefitting from the infrastructure improvements are low-income.

California Self-Help Housing Program. This program assists low- and moderate-income households build or rehabilitate their own homes through technical assistance grants and limited project financing. Applicants may be local government agencies or non-profit housing corporations. Technical assistance funds provide training and education to self-help participants, supervision of construction work, loan packaging, and counseling services. Mortgage financing is available only to low-income households. Deferred-payment loans are provided at 7% interest, and are repayable at the time a dwelling units is

sold. Priority is given to self-help projects which include a substantial contribution of labor by participating households, involve a significant proportion of low-income households, and effectively use public and private resources to leverage state funds to build modestly designed units. Applications are accepted on a continuous basis so long as funds are available.

California Family Housing Demonstration Program. The State provides low interest loans to construct or convert buildings for low-income family housing for single and working parents which also includes social services (such as job training or child care). Projects should be located close to transportation and employment centers. Applicants may be local governments or non-profit housing corporations. Funding is available annually through requests for proposals. This program could, in theory, be available to Colfax, but the program orientation is designed more for urban communities.

Federal Section 202 Program. The federal government provides low-interest loans to finance the construction of housing for elderly and handicapped persons. Loan terms are generally 40 years. Loans are provided to non-profit housing corporations and consumer cooperatives only. The federal government also offers zero percent seed money loans to pay for pre-development costs of Section 202 projects under its Section 106(b) program.

HUD Section 221(d)(3) and (4) Mortgage Insurance. The federal government offers insurance to private lenders willing to finance rental and cooperative housing of five or more units for low- and moderate-income families. The applicant is the developer of the project, which could be a public agency, a private nonprofit corporation, a cooperative, or a for-profit builder. Rents are limited to a level affordable to a moderate-income family. Under the Section 221(d)(3) program, low-income families who would have to pay more than 30% of their income for housing expenses would be eligible to receive rent supplements or Section 8 certificates. Loans insured by the federal government are typically for 40 years. Although the City would not likely be the applicant for federally-insured loans under this program (since the City is not in the development business), it could take steps (zoning, expedited permit processing, fee waivers or deferrals, applying for funding under other programs to pay for infrastructure costs, etc.) to support developer applications under this program.

HUD Section 231 Mortgage Insurance. This program provides mortgage insurance for elderly housing, typically on 40-year loans. The developments insured under this program are not necessarily subsidized housing, so the elderly occupants may or may not be low-income. The City would not likely be the applicant under this program, but could support a developer's application as described above.

FmHA 515 Program. The Farmers Home Administration provides low-interest loans (between one percent and market rate, depending on the financial requirements of the project), to public agencies, nonprofit housing developers, and some limited profit developers to construct rental and cooperative housing in rural communities. The loan term is 50 years, and the loan amount (for nonprofit and public sponsors) can be 100% of project development costs, plus two percent for initial operating costs. Rents are restricted, and low-income households who would have to pay more than 30% of their income for housing expenses could qualify for Section or FmHA rental assistance.

Home Ownership Programs

The federal Department of Housing and Urban Development operates several programs targeted to first-time home buyers and/or low-income renters. The State of California also offers several programs designed to promote home ownership among low- and moderate-income households. Most of these programs operate through a public or private entity other than local government, but several require substantial local government involvement or require the local government to operate as the lead agency.

Urban Homesteading Program. Although HUD operates several programs designed to promote home ownership, there is only one program that appears applicable in Colfax and would require City involvement. The Urban Homesteading Program allows HUD to sell federally repossessed properties (typically single family dwelling units with federally-insured mortgages in default) to low-income households who agree to rehabilitate the dwelling unit and occupy it for a minimum of five years. This program is designed primarily for urban communities, but may have limited applicability in Colfax. To administer this program, a local government must establish a "Local Urban Homesteading Agency" to screen potential program participants. Although the Homesteading Program does not provide administrative funds to cover local government costs of participation, CDBG funds could be used to defray administrative expenses. Under the Homesteading program, the local agency conveys a HUD-repossessed property to a qualified low-income households at a nominal cost in exchange for entering into a homesteading agreement. The agreement requires the participant to repair, maintain, and occupy the property for a minimum of five consecutive years, to meet minimum health and safety standards within one year, and to meet local housing standards within three years.

California Home Ownership Assistance Program. Local government agencies may apply for funds from the State to provide loans for low- and moderate-income households for up to 49% of the cost of purchasing a mobilehome on a permanent foundation; mobilehome spaces in parks that are converting to subdivided, condominium, or cooperative ownership; or rental apartments that are converting to cooperative or condominium ownership. State assistance is provided through joint loans with approved mortgage lenders. The state's share of a loan is deferred. The state loan, plus a portion of the equity appreciation, is due upon sale or transfer of the property. At least half of the funds awarded must be loaned to low-income households. Requests for proposals are issued periodically as funding becomes available.

Other California Home Ownership Programs. The California Housing Finance Agency, an independent agency of the State of California, issues tax-exempt bonds, the proceeds of which are used to provide below-market-rate financing to developers of housing for low- and moderate-income households and to first-time low- and moderate-income home buyers. CHFA offers three primary home ownership programs: low-interest loans to first-time home buyers, deferred-payment second loans to households with insufficient income to afford a downpayment, and loans to non-profit housing corporations to develop ownership housing. In addition, the California Department of Veterans Affairs offers low-interest home loans to California war veterans.

Housing Rehabilitation and Reconstruction Programs

Most of the federal funding for housing rehabilitation for small communities, such as Colfax, comes from two programs administered by the State of California: the CDBG and HOME programs. These are multi-purpose programs described in the following section. In addition, several state programs provide funding for housing rehabilitation.

California Housing Rehabilitation Program (CHRP). This program has two components: an owner-occupied loan program and a rental housing loan program. The owner component of CHRP provides funding to local governments to offer low-interest loans to low-income households. Loan terms, interest rates, and lending criteria are established by the state; the local government acts as an agent for the state. Loan payments are returned to the state and do not recycle locally. Local governments are allowed a modest sum to defray administrative expenses. The maximum loan amount is usually $20,000 ($30,000 for rehabilitations which include room additions), with larger loan amounts allowed in limited circumstances. The state must, in turn, approve applications approved by a local government. In this respect, the CHRP programs contains an additional layer of administration, since the state is involved in individual loan decisions (unlike the CDBG program).

The rental housing component of the program provides funding directly from the state to the eligible rental property owners to rehabilitate low-income-occupied housing. The City has no involvement in the program, although it could act in a supportive role through its building department.

Rental Rehabilitation Program. The State offers very limited funding annually to communities interested in providing low-interest rehabilitation loans to rental property owners. Under this program, a local government applies for funds, which are loaned to the identified rental property owner(s). Applications for local rehabilitation loans are processed by the local governments. Loan payments return to the State. The program provides modest funding to defray administrative expenses. This program is more difficult to administer than the CDBG program, and should only be used with the cooperation of specific rental property owners whose rehabilitation needs cannot be met through other programs. This program does not presently have funding for rural areas. Colfax's ability to participate, should future funding become available, will depend on the availability of administrative funds to offset the City's cost of participation.

Special User Housing Rehabilitation Program. This program provides funding annually on a request-for-proposal basis to local government agencies and housing developers to rehabilitate housing occupied by very low-income elderly and handicapped households and occupants of residential hotels. The program provides loans for the acquisition and/or rehabilitation of substandard rental housing occupied by elderly or handicapped households, group residences occupied by handicapped persons, and residential hotels occupied by low- and very low-income households. The program may also be used to convert buildings to residential hotels, although such proposals receive lower funding priority than rehabilitation proposals. Proposed projects must provide affordable rents to low- or very low-income occupants without public rental assistance (such as Section 8 rental subsidies). Loans may be made for as long as 30 years, with the principal deferred for the life of the loan. The interest rate is

3%, payable to the state annually. Interest may be deferred under limited circumstances to preserve the affordability of the rehabilitated dwelling units. Owners receiving funds to acquire or rehabilitate a residential hotel must enter into a rent limitation agreement, which applies to the full term of loan.

Multipurpose Programs.

There are two primary multipurpose programs which allow local governments to undertake a variety of housing and community development activities which support housing for low-income households. These are the Community Development Block Grant (CDBG) Program and the HOME Program. Both are federal programs which allocate funds to state governments on behalf of small communities, such as Colfax, that are not entitled to receive funds directly from the federal government. These programs allow local governments to construct, reconstruct, rehabilitate, and provide public facilities services to housing for low-income households. (The CDBG Program also covers other community development and economic development activities, but the focus of this report is on housing-related programs.)

Small Cities CDBG Program. The State of California has administered the Small Cities CDBG program since 1983. Local government apply annually through a competitive process for up to $500,000 per application. Eligible activities, include housing rehabilitation, new housing construction (limited to "last resort housing" as described previously), the construction of public facilities for low-income housing, and the provision of community services (which could include housing-related services such as child day-care or group-home services). To receive funding, local governments must document that the need being addressed by the proposed activity is among the most serious and urgent housing/community development needs and that the proposed activity is an appropriate method of meeting that need. Program funds returned to the community (such as loan payments) may be recycled locally for CDBG-eligible activities.

HOME Program. This is a new federal program which, like the CDBG Program, provides direct funding to larger urban communities and funding to state governments on behalf of small and rural communities. The State component of the program began in October 1992. HOME program funds may be used for housing rehabilitation, housing reconstruction, housing construction (under certain circumstances), tenant-based subsidies, and public facilities to support the construction of low-income housing. The program requires a local cash match of between 20% and 30% of the HOME funds requested, depending on the proposed activity, of which up to 7% credited against administrative costs (HOME provides no funds for local administration). Because the State has not yet issued its notice of funding availability, the additional state application requirements are not known at the this time. Without a financial contribution by another entity to meet cash match requirements, the City would not be able to participate in the HOME program.

HOPE Program.

Like the HOME Program, this new federal program provides funds to public agencies and nonprofit community housing development organizations (CHDOs) to acquire, rehabilitate, or construct low-

income housing. The City of Colfax does not qualify to receive funds directly from the federal government and would have to apply through the County of Placer or a CHDO.

Special Programs For The Elderly

Senior Citizen Shared Housing Program. The purpose of this program is to delay the need for elderly residents to enter into institutional housing arrangements. The program provides funds to local governments and nonprofit housing corporations to operate senior shared housing programs. Funds may be used to pay for information and referral services, outreach and client counseling, housing placement, and follow-up services. Program funds are awarded annually through a request for proposal process. Programs operated by nonprofit housing sponsors must provide matching funds (HCD may waive this requirement for programs less than one year old).

Rental Assistance

Section 8 Housing Assistance Program. HCD administers federal Section 8 funds in counties with no housing authorities and, until recently, assumed responsiblity for the Section 8 Program in Placer County. The State contracted with the Placer County Community Services Department to implement the program. Placer County has recently formed a housing authority, so low-income households who need rental assistance provided by the federal Section 8 program will be assisted directly by the County once it assumes responsibility for administration of the Section 8 Program.

Other Programs

The State offers other housing programs for homeless persons, farmworkers, and mobilehome park residents desiring to purchase their mobilehome parks. None of these programs appear to be high priority programs, at present, in Colfax, and are not described in this report.

GOALS AND POLICIES

Based on the housing needs of the City of Colfax, the population characteristics, the City's economic profile, and the availability of the before-mentioned federal, state, and local programs, the following goals and policies will be implemented through the City's new housing element.

GOAL A

TO DESIGNATE SUFFICIENT LAND AT APPROPRIATE DENSITIES AND ESTABLISH DEVELOPMENT PERMIT PROCEDURES TO ACCOMMODATE THE CITY'S REGIONAL SHARE OF HOUSING FOR ALL INCOME GROUPS AND TO PROVIDE HOUSING TO ADDRESS THE UNMET NEEDS OF EXISTING LOW-INCOME RESIDENTS.

POLICY 1: The City will maintain an adequate supply of residential land in **appropriate land** use designations and zoning categories to accommodate projected household growth, to meet its regional share of housing, and to increase housing opportunities for existing low-income residents.

POLICY 2: The City will continue to implement flexible land use regulations through a planned development process for large tracts of land that allows for a range of housing types and densities within a single development.

POLICY 3: The City will expeditiously process residential development proposals which conform to General Plan policies and City regulatory requirements.

POLICY 4: The City will allow the installation of mobilehomes and factory-built housing on permanent foundations in accordance with residential design standards administered by the City. These standards will not distinguish between site-built and factory-built homes.

POLICY 5: The City will plan for a full range of housing types in relation to employment in Colfax, transportation, and commercial services.

POLICY 6: New residential projects should be designed to facilitate non-automobile modes of travel, particularly the use of the proposed intercity rail service.

POLICY 7: The City will promote infill residential development where adequate public facilities and services are already in place in small projects that can be integrated with existing neighborhoods.

GOAL B

TO ADDRESS SPECIAL HOUSING NEEDS AS DEFINED BY STATE LAW AND LOCAL NEEDS.

POLICY 1: The City will continue to implement state law regarding the establishment of group homes in residential zones, but will seek to avoid the overconcentration of such residences in any particular neighborhood.

POLICY 2: The City will ensure that its land use regulations do not present barriers to the location of child care facilities within new residential developments or within reasonable proximity to where such facilities are needed.

POLICY 3: The City will encourage the development of rental units for large families to reduce the incidence of overcrowding.

POLICY 4: The City will ensure that its land use regulations do not present barriers to the development of housing oriented to the needs of elderly residents, including housing that includes food and health care services, congregate housing, and other forms of housing for older adults.

POLICY 5: The City will designate zoning categories which are appropriate for the location of facilities serving homeless individuals and families and for transitional housing, should a future need arise.

POLICY 6: The City will implement state and federal requirements for handicapped access in new residential developments. Any housing developments in which the City acts as a developer, provides financing, or assists a developer in applying for state or federal funds must address the needs of mobility impaired individuals.

POLICY 7: The City will pursue land use policies which allow small residential developments and individual housing units meeting special needs to be integrated into existing neighborhoods and new residential developments. Examples include second dwelling units, duplexes on corner lots, housing developments on in-fill lots.

POLICY 9: The City will work with surrounding jurisdictions to address the needs of the transient homeless persons on a regional basis.

GOAL C

TO ADDRESS THE CITY'S EXISTING LOW-INCOME HOUSING NEEDS WHILE ATTRACTING A BROADER RANGE OF HOUSING TYPES IN COLFAX

POLICY 1: To promote the provision of housing for all economic segments of the community, the City will seek to address the needs of its existing low-income residents, ensure design quality in all new residential developments, and encourage the production of moderate and above-moderate income housing to create a more economically balanced community.

POLICY 2: The City will pursue state and federal funding assistance that is appropriate to Colfax's needs to conserve housing that is affordable to lower-income households and to develop housing affordable to moderate-income households. Colfax will only pursue those programs which do not require a commitment of City general funds nor a commitment of unreimbursed staff time.

POLICY 3: Where government-assisted residential units which are required to sell or rent at below-market-rates are included within a housing development, such units shall be interspersed within the development and shall be outwardly indistinguishable from market-rate units.

POLICY 4: In accordance with the provisions of state law, the City will grant density bonuses of at least twenty-five (25) percent over the maximum density allowed by the Zoning Code, and at least one other specified incentive, for qualifying projects to promote the inclusion of low- income and senior citizen housing.

POLICY 5: If below-market-rate units are included within a rental project pursuant to the density bonus program or other local, state, or federal requirements, the City will require buyer/renter eligibility screening and resale/rent controls to maintain affordability of the units to originally-targeted income groups. Where allowed by law, preference will be given to existing Colfax residents.

POLICY 6: The City will work with the Placer County Housing Authority in the administration of affordable housing programs.

POLICY 7: The City will provide for the development of secondary residential units, as required by state law, while protecting the single-family character of neighborhoods.

GOAL D

TO PRESERVE THE EXISTING HOUSING STOCK AND CONSERVE EXISTING AFFORDABLE HOUSING OPPORTUNITIES.

POLICY 1: The City will encourage private reinvestment in older residential neighborhoods and private rehabilitation of housing.

POLICY 2: The City will pursue state and federal funding assistance that is appropriate to the City's needs to rehabilitate housing.

POLICY 3: The City will work with interested individuals and non-profit housing corporations to acquire rental housing in need of rehabilitation and to maintain the affordability of the units to low-income households, should such action be the only feasible method of preserving an affordable rental housing development. In no case will the City use its police powers to condemn private property in order to force a sale to a non-profit housing corporation.

POLICY 4: The City will continue to make code-enforcement inspections upon a complaint basis to assure that rental housing is maintained in habitable condition according to County Health Department standards.

POLICY 5: The City will work with the Placer County Housing Authority to preserve Section 8 and other rent subsidy units in the City.

GOAL E

TO ASSURE THAT ALL PRESENT AND FUTURE RESIDENTS HAVE EQUAL ACCESS TO HOUSING, COMMENSURATE WITH THEIR FINANCIAL CAPACITY, WITHOUT DISCRIMINATION.

POLICY 1: The City will provide public information on the state and federal fair housing laws.

POLICY 2: The City will refer discrimination complaints to the State Fair Employment and Housing Commission. A person will be designated at the City as the information contact for housing discrimination referrals.

POLICY 3: The City will cooperate with community-based organizations which provide services or information to victims of housing discrimination.

Colfax Policy Priorities:

1. To preserve the City's existing supply of affordable housing in sound condition through a housing rehabilitation program.

2. To use available state and federal programs to address the unmet needs of existing Colfax residents, primarily those who live in overcrowded conditions and/or must devote too large a percentage of their income for housing expenses.

3. To better balance Colfax's housing stock with a higher percentage of moderate and above-moderate income housing.

Because Colfax's financial resources are extremely limited, the City does not have the staff capabilities to become extensively involved in programs which require substantial local administration without reimbusement. The housing programs recommended below focus, therefore, on those actions the City undertake using existing staff, without a substantial addition to staff time, which can be funded from outside sources, which involve assistance from other agencies with greater administrative capabilities, or which require participation by interested developers to defray program costs.

IMPLEMENTATION PROGRAMS

PROGRAM 1: Density Bonus

Action: The City will continue to offer density bonuses of 25% and at least one other financial or regulatory incentive, as required by state law, whenever a developer proposes to include at least 10% very low-income dwelling units or 20% low-income dwelling units within a development.

For rental housing developments, the City will require, in exchange for the density bonus, that restrictions be imposed on the affordable units through a suitable legal instrument that ensures the affordability of those units for a minimum period of time and at a maximum cost as established by Section 65915 of California Government Code. As of January 1, 1993, this maximum cost is 30% of 60% of the median income for Placer County.

For ownership projects, the City will require, in exchange for the density bonus, that purchasers meet established income guidelines and intend to occupy the affordable units as their primary residence. Purchasers will be required to reside in their units for a minimum period of time (as an anti-speculation mechanism) to avoid resale restrictions. If this minimum time period is not met, the City will reserve the right to recapture a portion of the profit on the sale of a dwelling unit.

Discussion: Other incentives the City will consider on a case-by-case basis, in conjunction with density bonuses, include, but are not limited to: fee reductions or deferrals, expedited permit processing, applying for or providing technical assistance in applying for state or federal funds, and the

consideration of alternative development standards to reduce development costs. The City will determine, on a case-by-case basis, the appropriate incentive(s) to offer to make a proposed affordable housing development financially feasible. If the City's parking requirements for three-bedroom multifamily units presents a financial constraint to a proposed low-income housing development, the City would consider reducing the parking requirement or another regulatory incentive to offeset this cost.

Responsibility: City Council to approve financial or regulatory incentives. City Planner to implement City density bonus program as part of development review responsibility.

Funding Source: Development permits fees (no extra charge for processing density bonus requests). Funding source for financial incentives could come from participation in state or federal housing programs described above.

Timeframe: Review density bonus requests per existing City code.

PROGRAM 2: Pursue State and Federal Funding

Action : The City will pursue available and appropriate state and federal funding sources in cooperation with private developers, non-profit housing corporations, the Placer County Housing Authority, and other interested entities to support efforts to meet the housing needs of low- and moderate-income households and to assist persons with rent payments required for existing units.

Discussion: The City has previously listed programs in which it can potentially become involved. The City would participate in one or more of these programs only to the extent that City administratively repsonsibilities can be paid for from program funds or through participation with another agency.

Responsibility: The City Manager will be responsible for recommending programs to the City Council on an annual basis in which the City will participate.

Funding Source: State, federal, or other agency providing funding.

Timeframe: The timing of individual applications will depend on the funding cycle for each program. The City will determine the funding cycle for each program annually in December. Within 30 to 60 days prior to the start of the application period for each program, the City will develop funding concepts and select the most appropriate activity based on the funding criteria for each program. Any necessary community or housing surveys that must accompany an application would also be completed during this time provided the City can obtain assistance through planning/technical assistance grants.

Expected Results: Provide 10 additional dwelling units of very low-income senior housing and/or family housing, and 5 units of low-income family housing.

PROGRAM 3: Weatherization and Energy Conservation for Existing Dwelling Units

Action: The City will post and distribute information on currently available weatherization and energy conservation programs in conjunction with housing rehabilitation.

Responsibility: City Manager.

Funding Source: CDBG, private weatherization services.

Timeframe: Collect information from weatherization service providers, begin posting information by May, 1993.

PROGRAM 4: Energy Conservation for New Construction

Action: The City will enforce state requirements, including Title 24 requirements, for energy conservation in new residential projects and will encourage residential developers to employ additional energy conservation measures with respect to the siting of buildings, landscaping, and solar access. Any landscaping and development design guidelines prepared by the City will include consideration of energy and resource conservation.

Responsibility: Building and Planning Department.

Funding Source: Application fees to review development proposals.

Timeframe: Current and ongoing.

PROGRAM 5: Housing Rehabilitation Programs

Action: The City will continue to use local, federal, and state for funds for housing rehabilitation.

Discussion: Among the programs the City will use, if feasible, are:

State Community Development Block Grant Program (CDBG). The CDBG program provides funding annually for three eligible activity areas: housing, public facilities, and economic development. Activities must address one of the following three objective: serve lower-income people, eliminate slums or blight, or resolve urgent community development needs.

Rental Rehabilitation Program. This program provides partial funding for low-income housing rehabilitation. Fund are not currently available, however.

California Housing Rehabilitation Program. The owner-occupant component of this program provides funding to local governments for rehabilitation loans to low-income homeowners. The rental component of this program provides funding directly to eligible rental property owners. The rental housing component of this program provides funds directly to rental property owners for housing rehabilitation.

AHP Program from the 12th District Federal Home Loan Bank includes a rehabilitation component.

Other federal programs provide funds to rehabilitate rental units in subsidized developments at risk of converting to market rate housing and to rehabilitate public owned or managed rental developments. In addition, the California Housing Finance Agency has a small amount of funds available for rental housing rehabilitation. The City would investigate the feasibility of using these sources for identified owner and renter-occupied housing.

Responsibility: City Manager to identify potential programs and projects, subject to approval of the City Council. Participation will depend on the availability of funding to defray administrative and application costs.

Funding Source: State and federal programs from which City receives funding.

Timeframe: Current and ongoing.

Expected Results: Rehabilitate 40 very low-income dwelling units and 25 low-income dwelling units.

PROGRAM 6: Community Reinvestment Act

Action: The City will contact financial institutions serving the Colfax-Auburn area to solicit interest in providing financing to for low- and moderate-income housing as part of their responsibility under the federal Community Reinvestment Act. The City will seek specific lending commitments from participating financial institutions. As an example, these could be commitments to continue to funding townhomes, which provide a source of affordable housing for moderate- and low-income households.

Discussion: The City will seek participation by lenders using two financing mechanisms: The Saving Association Mortgage Company (SAMCO) and the California Community Reinvestment Corporation. SAMCO is a non-profit financing corporation established by participating savings institutions to provide financing for affordable housing developments. CCRC is the commercial banking equivalent.

Responsibility: City Manager.

Funding Source: Participating lending institutions.

Timeframe: Contact and identify interested lending institutions by January 1, 1994. Refer affordable housing developers to interesting lending institutions on a continuing basis thereafter.

Expected Results: Construction of family housing affordable to existing low-income residents of Colfax (see Program 2 for quantified objectives).

PROGRAM 7: Annual Housing Element Monitoring Report

Action: The City Manager will annually evaluate and report to the City Council on the City's progress in meeting its Housing Element objectives. The report to the City Council will include recommendations regarding for changes in Housing Element programs. The report will also include the following information, only to the extent applicable and in as much detail as appears warranted each year:

* progress made toward achieving the City's fair-share housing allocation,

* a summary of efforts taken to improve the condition of the City's housing stock (e.g., CDBG-supported rehabilitation loans),

* an inventory of remaining vacant sites in zones suitable for the development of housing for low-income households,

* a summary of efforts undertaken to relocate residents displaced by redevelopment and to replace affordable units lost as a result of redevelopment,

* a progress report on actions to meet special housing needs, and

The City Council will decide, based on this annual evaluation of the its progress, whether or not to adjust its program actions or to adopt new program actions. The annual report must be filed with the California Department of Housing and Community Development.

Responsibility: City Manager.

Funding Source: General Fund.

Timeframe: Report July 1 of each year.

PROGRAM 8: Section 8 Program

Action: The City will continue to cooperate with the Placer County Housing Authority in its administration of the Section 8 rental assistance program and to increase the availability of Section 8 vouchers and certificates in Colfax. The City's role will be to provide necessary documentation to the Housing Authority on the need for additional subsidies to apply for additional Section 8 commitments.

Responsibility: City Manager/Housing Authority.

Funding Source: Housing Authority.

Timeframe: Current and ongoing.

Expected Results: Seek 5 additional Section 8 Certificates of Housing Vouchers for use in Colfax.

PROGRAM 9: Allow Alternative Housing Types

Action. The City will continue to allow secondary dwelling units, group homes, homeless facilities, manufactured homes on individual lots, and mobilehome parks according to the requirements of state law. To comply with state law regarding second units, mobilehomes on residentially-zoned lots, and mobilehome parks in residential zones, the City will amend its Zoning Code to include appropriate standards in compliance with state law.

Responsibility: City Planner for application review, Planning Commission/City Council for approval of Zoning Code changes and specific developments.

Funding Source: Application fees to review development proposals.

Timeframe: Propose Zoning Code amendment by January 1, 1994, adopt amendments by March 1994..

PROGRAM 10: Fair Housing Program.

Action: The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, nation origin, or color by supporting efforts of community groups which provide counseling, investigatory, legal, or referral services to victims of discrimination. Specifically, the City will:

* Maintain information on state and federal fair housing laws at City Hall public distribution, provided materials that are already in print from other agencies can be procured.

* Designate an individual at the City to refer victims of housing discrimination to the appropriate local organization or to the State Fair Employment and Housing Commission, and

* Seek the cooperation of the local homebuilders association, Realtor association, and lenders in disseminating fair housing information.

* Develop a program to publicize the fair housing complaint process, including the preparation of press releases to the local media, notices to community and church groups, and the distribution of fair housing information to places of public gatherings (library, post office, City Hall, etc.). The publicizing of fair housing through the above actions would occur annually.

Responsibility: City Manager.

Funding Source: General Fund.

Timeframe: Have information available to the public and establish referral procedures by January 1, 1993. Publicize the referral service and distribute fair housing information annually thereafter.

PROGRAM 11: Handicapped Accessibility.

Action: The City will continue to implement state and federal standards for accessibility in new housing by handicapped individuals. The City will encourage developers of affordable housing to incorporate mobility-impaired accessibility in their project design, and require such design considerations in any development projects in which the City provides funding, financial or regulatory incentives, or acts as on behalf of the developer as an applicant for state or federal statute.

Responsibility: Plannning Commission, Building Department.

Funding Source: Not applicable.

Timeframe: Current and ongoing.

PROGRAM 12: Housing in the Downtown Area

Action: The City will encourage housing over street-level commercial uses and on site suitable for redevelopment in the downtown area, particularly when such a development approach can contribute to the City's supply of affordable housing low- and moderate-income households. Encouragement of this type of development would occur primarily through a flexible regulatory approach which allows the conversion of commercial spaces above street-level for year-round residential use and the redevelopment of commercial buildings for residential use. The City could further encourage the

creation of additional residential units by lending City support to owners' efforts to secure governmental financing for affordable housing;

Responsibility: City Planner to review development applications, subject to Planning Commission and City Council approval.

Funding Source: Application fees to review development proposals.

Timeframe: Meet with building owners by December 1993; determine interest and solicit proposals by December 1994.

Expected Results: Construction of 8 dwelling units, of which 2 would be affordable to low-income households and ten to moderate- and above-moderate income households.

PROGRAM 13: Preservation of At-Risk Housing

Action: The City will contact the owner of Canyon View to explain the City's policy on the preservation of affordable housing and to request that the City be notified at least one year in advance of the owner's decision not to renew the Section 8 contract. Should the owner intend to convert these units to market-rate rental housing, or seek to sell the project for use other than as low-income housing, the City would contact interested nonprofit, private, or public entities to acquire and preserve the units as low-income housing for senior citizens.

Responsibility: City Manager

Funding Sources: State and federal funds.

Timeframe: Contact the owner of Canyon View by June 1993. Should the owner decide not to renew the Section 8 contract, the City would use the one-year notification period to contact an interested nonprofit, private, or public agency which could acquire and continue to operate the dwelling units as low-income senior citizen housing.

Expected Results: Preservation of 67 existing low-income senior housing units.

PROGRAM 14: Identify Altnernative Sites for Medium and High Density Housing

Action: The City will identify alternative sites with the environmental capacity to accommodate housing at 12 or more dwelling units per acre. This action will be taken if, at the time of the annual housing element evaluation, the City determines there is an insufficient supply of land zoned RM-1 or RM-2 which can actually accommodate development at the allowed density, in consideration of topography, to meet the City's housing needs.

Discussion: As identified in the Vacant Land Inventory, a number of the RM-zoned sites have slopes that cannot accmmodate medium and high density housing. Although there appears to be an adequate supply of land at present to meet the City's housing needs through 1997, there may be a need after that time period to consider the rezoning of other sites to RM-1 or RM-2.

Responsibility: City Manager to report to City Council annually and make rezoning recommendations, if any.

Timeframe: Annually, at the time the housing element report is presented.

PROGRAM 15: Identify Appropriate Zones for Homeless Shelters

Action: The City will identify those zoning categories which it considers appropriate for the location of homeless shelters.

Discussion: State law requires that cities and counties identify sites which are appropriate for the location of homeless shelters, regardless of whether there is a current need for such a facility. Since no current need has been established, the minimum action the City must take to meet the requirements of state law is to identify those zoning categories in which homeless shelters will be allowed.

Responsibility: City Manager to make recommendation to City Council on appropriate zones; City Council to approve one or more zoning categories.

Timeframe: By December 1993.

QUANTIFIED OBJECTIVES
July 1, 1992 to July 1, 1997

	Very Low	Lower	Moderate	Above Moderate*	Total
New Construction	10	7	10	38	65
Units Provided July 92-Jan 93	0	3	4	4	11
Remaining Objective	**10**	**4**	**6**	**34**	**54**
Add'l Sec 8 Cert.	5	0	0	0	5
Rehabilitation	40	25	0	0	65
Preservation**	67	0	0	0	67

* Excludes 27 dwelling units constructed in Colfax between 1990 and July 1992, which represents part of the City's regional share under the 1990-1997 SPO housing allocation plan.

** Rental units at-risk of conversion to market-rate housing.

APPENDIX
DEFINITIONS

Affordability

Homeowner Households

For homeowners, "Affordability" is usually defined by the maximum percentage of gross income allowed by mortgage lenders in qualifying home buyers. Lenders will usually allow a borrower to devote no more than 30 to 35 percent of gross income to housing costs, including the mortgage, taxes, insurance, municipal services, and utilities. Because certain homeowner expenses are deductible for the proposes of calculating taxable income, homeowners receive substantial tax savings relative to renters paying an identical proportion of gross income for housing expenses. Because of this tax savings, the City will adopt a standard of 35 percent as the maximum proportion of income, before taxes, that lower-income homeowners should devote to housing costs.

Renter Household

Very low- and low-income households should not spend more than 30% of their gross income on housing costs. This figure has been adopted by the federal and state governments, and is used as the standard of affordability for most housing programs. The 30% housing cost-to-income standard will be used in reference to housing affordability for low- and moderate-income households. The City has determined that if above-moderate income households choose to pay more than 30 percent of their income for housing expenses, this decision is one of choice and not of necessity.

Housing Costs

Home Ownership: Housing costs include principal, interest, taxes, and insurance payments paid by the homeowner.

Renter Housing costs include payments for rent and utilities.

Housing Types

Single-Family Detached One housing unit per lot, serving the needs of one family.

Single-Family Attached One housing unit per lot, serving the needs of one family, but sharing a common wall with a single-family attached home on an adjacent lot.

Duplex Two single-family homes on one lot sharing a common wall.

U.C. BERKELEY LIBRARIES
C124910540

Multi-Family Housing complexes consisting of three or more units per lot.

Income Categories

Very Low Household income is 50% or less of the median Placer County income for households of similar size.

Low Household income is between 50% and 80% of median Placer County income for households of similar size.

Moderate Household income is between 80% and 120% of median Placer County income for households of similar size.

Above Moderate Household income is greater than 120% of the median Placer County income for households of similar size.

Median Income Median income is widely accepted as a standard of comparison and is used in federal and state housing programs, to identify an income level at which 50% of the households earn more, and 50% earn less than that level of income.